

CHRISSE *Latitude 38*

VOLUME 283 JANUARY 2001

WE GO WHERE THE WIND BLOWS



THE REAL MILLENNIUM

STARTS JANUARY 1, 2001



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At Grand Marina we have **REAL** marine services, a full service boat yard, fuel dock, yacht sales and convenience store. Marine Center with canvas, electrical, prop & shaft, rail shop, yacht management and boat builder businesses.

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2000 brought successes in spades to Pineapple powered boats. Racers and cruisers alike found that dealing with Pineapple Sails brings results: sails that perform and endure.

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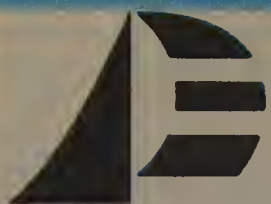
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BOAT SHOW AND...

Open Boats Every Day 10-5

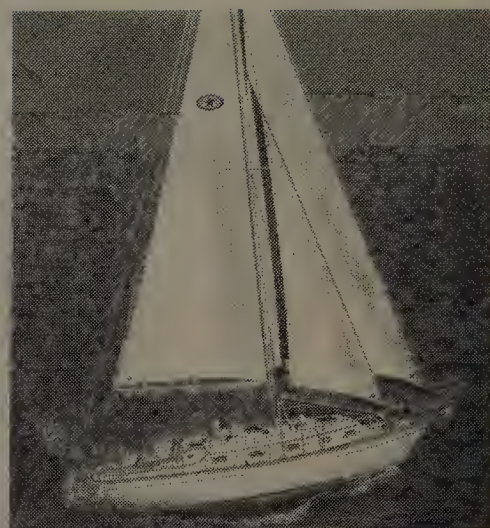
Boats on Display at Our Boat Show & Open House

- Island Packet 380
Island Packet 350
- X-Yacht 382
- Beneteau 47.7
Beneteau 40.7
Beneteau 411
Beneteau 381
Beneteau 361
Beneteau 331
Beneteau 311
Beneteau 40CC

And...
Selection of quality used boats

ISLAND PACKET YACHTS

*Modern Yachts in
the Finest Tradition*



Since its introduction, the 380 has been hailed as a breakthrough cruising boat that redefines world cruising yachts under 40 feet. The interior is unbelievably roomy, featuring two large sleeping cabins, head with separate shower, large, workable galley, and an elegant and spacious saloon. Limited spring and summer delivery available.

X-Yachts

X-412

Arriving
February

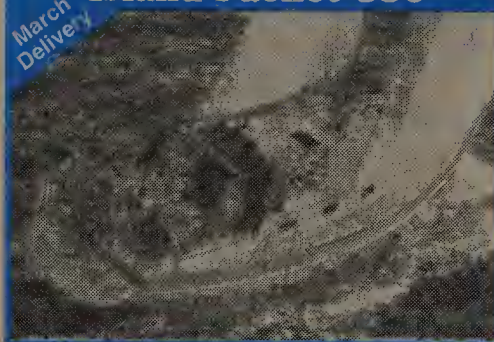


Call for Specs
and
Pricing

The 412 embodies all the experience and know how gained by X-Yachts in creating a true seagoing, comfortable cruising yacht; a yacht that combines high level technology with outstanding choice of lines, materials and equipment. Truly an elegant and classic yacht.

Island Packet 350

March
Delivery

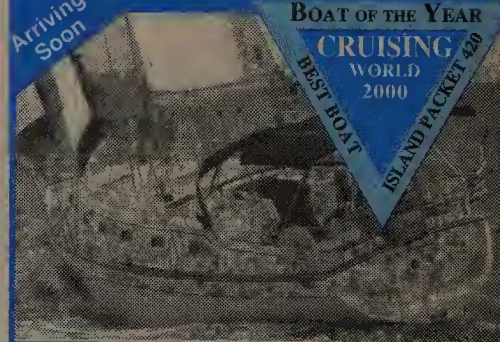


Perfect for cruising and the competitive challenge... The Dehler 39, with its high-tech, state-of-the-art equipment and construction elements, has already proven herself at major regattas. The comfortable deck and ergonomically designed cockpit makes for comfortable cruising. The cherry wood interior is finished to a high level of fit and finish. Interior accommodations are spacious and beautifully designed.

Island Packet 420

Arriving
Soon

BOAT OF THE YEAR
CRUISING
WORLD
2000

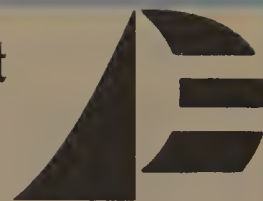


Dehler 39



OPEN HOUSE Jan. 13th ~ 21st

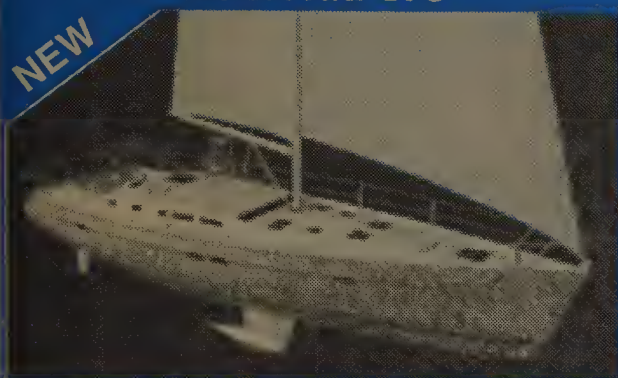
Factory Reps • Free Drawings • New & Brokerage Boats



BENETEAU *The Sea Demands the Best*

Beneteau 473

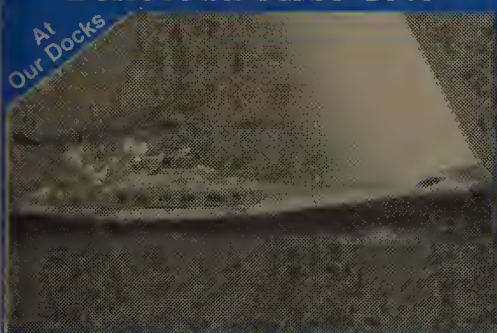
NEW



This long awaited Beneteau 473 is now available. The new 473 is a Finot/Cong design, the celebrated European designers of state-of-the-art ocean racers. It features a light, airy cruising interior with bigger berths, more storage, separate shower and a great nav station big enough to hold all those toys. The 473 sails *extremely* well and its dual steering wheels allow for easier cockpit access and greater visibility by the helmsperson. It should be a worthy successor to the popular and proven 461.

Beneteau First 47.7

At Our Docks



Beneteau 40.7

At Our Docks



Beneteau 411

At Our Docks



Beneteau 381

At Our Docks



Beneteau 361

At Our Docks



Beneteau 40CC

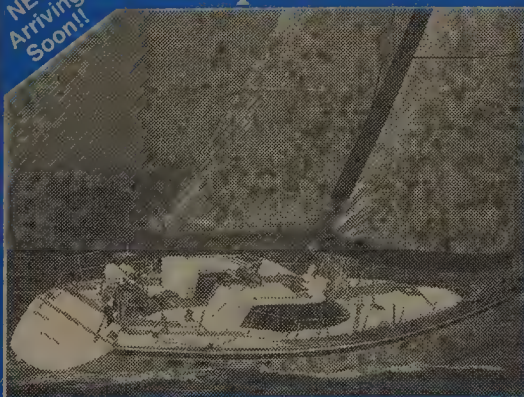
At Our Docks



A powerful hull, good sea-keeping and easy maneuverability are three major requisites for comfort at sea. The new 40 achieves all these. Great attention has been paid to the cockpit layout, with teak cockpit seating, built-in swim platform, and easy to reach liferaft storage. The interior of the 40, features a raised saloon which affords a panoramic view and guarantees a pleasant passage for all. She is the perfect example of a perfect yacht.

NEW
Arriving
Soon!!

Wauquiez 40




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INC

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www.passageyachts.com
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Are You A Serious Cruising Sailor?

Then Don't Even THINK About Buying A Singlehull Sailboat!!

...until you check-out the CATAMARAN advantage.

Sail-cruising cats give you super benefits compared to monohulls:

✓ **No Heeling**

While monohulls typically heel at 15° to 25°, our cats barely heel at 4° to 5°.

✓ **Greater Cruising Range**

Whether you're sailing or motoring all our sailing cats have twin diesels, our cats will get you as far in 3 days as it takes a monohull 4-5 days to cover! (at 8-14 knots under sail, and, depending on which engine package you choose, 8-14 knots under power!)

✓ **Home-Like Comfort**

Say bye-bye to "rockin' & rolling" at anchor or underway. Our cats' twin hulls smooth out your onboard experience – all day, all the time! PLUS our huge salons are on the same level as the cockpit, and they offer wonderful 360° visibility, whether you're seated at the settee, or working in the bright and airy galley.

Are You A Serious Motor Cruiser?

Then Don't Even THINK About Buying A Trawler Yacht!!

...until you check-out the CATAMARAN advantage.

Trawler-type cats give you super benefits compared to single-hull trawlers:

✓ **Twice the Speed**

Displacement-type monohulls average 8-12 knots, but the slender hulls of a displacement-style cat can easily give you 16 to 25 knots.

✓ **Half the Fuel Consumption**

At 6 to 10 knots, cats give you a 10 to 20% improvement. At 15 to 25 knots, cats give you a 50 to 60% fuel consumption improvement (2-3 miles per gallon!)

✓ **100% More Comfort – Underway or At Anchor**

Bye-bye "rock 'n roll". Thanks to a cat's twin hulls, you don't need "flopper-stoppers", steadying sails or stabilizers necessary for single-hull trawlers.

JUST SOME OF OUR MORE THAN 20 SAIL & POWER CATAMARANS



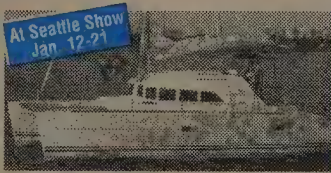
GEMINI 105 (34x14x18")

All new for 2001. Includes more standard equip of any cat we represent. Just add fuel and water and go! Mainsail, roller-furl genny, 27 hp dsl. Fridge/freezer, stove-oven, microwave. Hardtop bimini (now 6'4" high), tenders/lines/anchor, etc. Under \$145k, delivered Pacific Coast.

LAGOON 380 (38x21x3'8")

The fastest selling cruising cat in history (nearly 90 models sold since debut 12 mos. ago) 3 or 4 cabins, 2 to 4 heads. Twin dsls, great sailing rig, huge lockers, elegant owner's suite. What else to say? Oh, Yeah, only 2 left for 2001. \$231k, delivered West Coast - East is \$8k less. Also sizes: 41', 57', 67'.

At Seattle Show
Jan 12-21



GREENLAND 34

Twin dsls: 75 or 100 hp. cruise 15 kts, max 20 kts. 2 strms, 2 hds, 1,000-mile range. \$235,000, West Coast. Next available 2/20/01.

Thanks to the weak Euro dollar, save \$23,500 if ordered by Jan. 20, 2001 – Only \$211,500.

MARYLAND 37

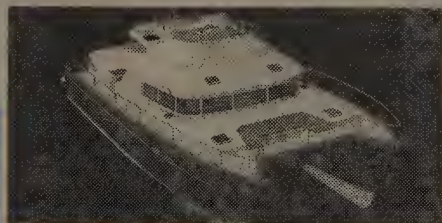
Twin dsls: 75 to 140 hp, cruise 15 kts. 3 strms, 2 heads, 1,300-mile range at 7 knots. 600 miles at 15 knots. \$320,000, West Coast. Available NOW, our Seattle office.

Save \$32,500 if ordered by Jan. 20, 2001 – Only \$288,000.



LAGOON 43

Twin dsls: 150 hp to 250 hp. Includes flybridge and 2 helm stations. Huge owner's suite (20'x10') plus 2 double cabins, 2 heads. \$875,000. Only 2 avail. in 2001. (East Coast delivery \$8k less than West Coast delivery). No private sales east of Ohio R. or in AZ, NM or SoCal.



NEW ZEALAND 37 (37'x14'6"x3')

Rugged NZ power cat. 2 cabins/2 heads, plus office/desk cabin (or 3rd dbl berth), washer/dryer. Twin 250 hp dsls. (30 mph max, 24 mph cruising). Includes flybridge w/hardtop and enclosure, gorgeous galley, fridge/freezer, stove/oven, built-in BBQ/sink (or live-bait container). \$279,000, U.S. West Coast. Hurry for summer '01 delivery.



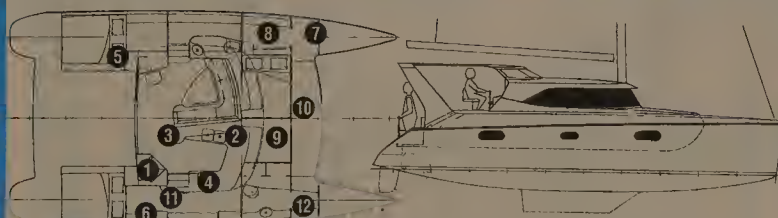
KIWI EXPRESS 44

Sail OR motor at up to 16 knots. Twin 125 hp dsls. Cruise at 11 knots, max 16 knots. 3 cabins, 2 heads, 2 stand-up engine rooms. \$399,900. Owner's version, galley up, inside and outside helms. \$15k less w/twin 75 hp dsls.



New for June 2001 – PACIFIC 39

US-Built (Pacific coast) • Unique Aspects of this Special Cruising Cat Show Here:



1. Full height, 2-door fridge/freezer
2. Dishwasher under counter
3. Raised half-shelf hides galley clutter from diners
4. 2-burner stove w/microwave/convection oven
5. Nav station w/built-in TV/VCR overhead
6. Built-in TV/VCR in owner's suite
7. Clothes washer/dryer
8. Third sleeping cabin or optional office or walk-in closet
9. Locker for 4kw genset
10. Electric anchor windlass
11. Owner's suite includes entire starboard hull w/privacy door at the top of the steps
12. Large shower – optional bathtub available

- Full width safety glass windshield
- Rigid bimini/targa top (full closeable w/canvas zip-ins)
- Radar arch w/traveler
- Full width transom catwalk w/same level entry to cockpit
- Built-in gas grill w/sink and storage
- Single or double-seat helm, ducted for heat and/or AC
- Salon two feet longer than any other cat up to 40'
- 39'x22'6"x3'9"

\$274k at the U.S. factory.

But (!) the first 4 owners get escalating discounts AND Free optl. equipt. valued up to \$33,000! (Hull #1 already sold, so don't put off calling!)

THE PACIFIC COAST'S LARGEST CATAMARAN DEALER

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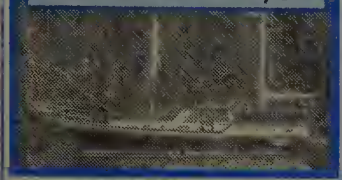
All New Website:
www.cruisingcatsusa.com

38' REINKE S-10 '95



Well proven aluminum world cruiser. 62 hp Mercedes diesel. Now asking \$55,900

44' NAUTICAT M/S



Go anywhere in comfort & safety. Just Finished 3-yr. Alaskan Cruise. Great North-west cruiser. Now \$149,500.

51' PASSPORT, '85



Loaded with great gear and Passport quality. Lying Austroli. \$275,000.

Bay Island YACHTS



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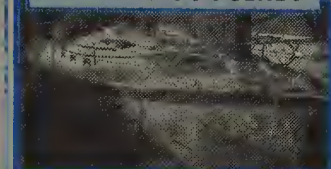


Home Page: www.yachtworld.com/bayisland

Brokerage

25' FISHER, '75	\$35,000	36' MARINER, '79	\$59,900
28' O'DAY, '84	\$13,500	37' FOUNTAIN PAJOT CAT, '93 ..	\$177,500
29' C&C, '79	\$24,950	38' REINKE S10 alum, '95	\$55,900
29' ELITE, '84	\$29,900	39' BENETEAU OCEANIS 390	
30' YAMAHA, '79	\$24,900	'93	\$109,500
30' NONSUCH, '85	\$89,500	41' FORMOSA, '72	\$69,900
31' CHEOY LEE ketch, '72 ..	\$24,000	44' NAUTICAT, '80 .. Now	\$149,500
33' PROUT QUEST CS, '85 ..	\$99,500	47' STEVENS, '82	\$239,000
33' ENDEAVOUR, '84	\$44,900	51' PASSPORT, '85	\$275,000
34' VAN DER STADT, '87 ...	\$38,000	65' MACGREGOR, '86	
35' MAINSHIP, '99	\$234,500	price reduced to	\$114,950

30' NONSUCH ULTRA



Just put on the market due to the owner's change of plans. She is in ex. cond. as she has been prof. maintained. \$89,500.

33' ENDEAVOUR



Yanmar 3-cylinder diesel with low hours. Refrigeration, dodger, furling, AP. \$44,900.

39' MAINSHIP 350



300hp cot diesel and Vetus bow thruster. 1999 model only \$234,500.

'47 STEVENS, '82



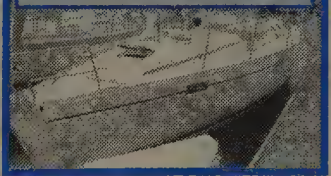
3 stateroom center cockpit performance cruiser in top condition, equipped to cruise anywhere. At our sales dock. \$239,500.

36' MARINER, '80



Quality U.S. built coastal cruiser. Yanmar diesel, furling, outboard. \$59,500.

39' BENETEAU 390



39' Beneteau Oceanis 390, '93. 3 stateroom model \$109,500.

33' PROUT QUEST CS '85



WOW!!! A fully equipped bluewater cruising cot on the West Coast. Owner's version with master forward. At our docks. \$99,500

*Great Cruising Yachts
in the Caribbean*

53' BENETEAU 53f5, '95



A luxury, one-owner cruiser/rocer that is loaded with equipment. \$389,000.

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Now with an office in Tortola,
we have the largest selection
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*Why buy in the
Caribbean? Ask us!*

48' CELESTIAL, '85



She is in so low condition in a great spot to begin your cruise. \$170,000.

SABRE 452

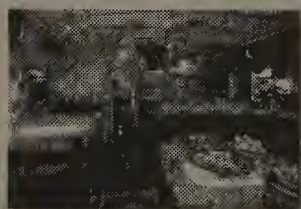
Performance Passagemaker

SABRE



New Year's Special: Buy a Sabre yacht by Jan. 31, 2001, and get a FREE autopilot & dodger!

At Our Docks! The Sabre 452 offers: 2 luxurious state-rooms - owner's with head and stall shower; a large, open and airy salon with Ultraleather seating, convertible dinette and opposing settee; a fully-equipped galley with ample storage and countertop space; a Nav station with plenty of



room for electronics and storage; and a spacious, deep cockpit designed for maximum comfort, security, and ease of handling. The 452 is loaded ... a partial list of equipment includes: 76hp Yanmar diesel engine, Corian countertops, microwave, electric windlass, hall

vang, leather covered wheel, leather spreader boots, pedestal & winch covers, teak treads on transom, dark hull, Harken MKII furling, refrigerator super cold, cockpit shower, stereo CD, macerator, performance keel, knot/depth, main sail cover, anchor package, inverter, much more!

**Also Available:
Sabre 402 ...
At Our Docks!**



**- FINANCING
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Exceptionally well designed and built sailing yacht that is fun and easy to sail! Impressive main salon. Extras!

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Cover photo courtesy Illbruck/Keith Taylor

John Kostecki's Volvo 60 'Illbruck Challenge' in the recent Sydney-Hobart Race - not! Actually, it's a file shot of 'Illbruck-Pinta' at the '98 Kenwood Cup.

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

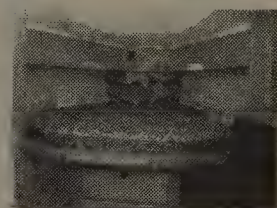
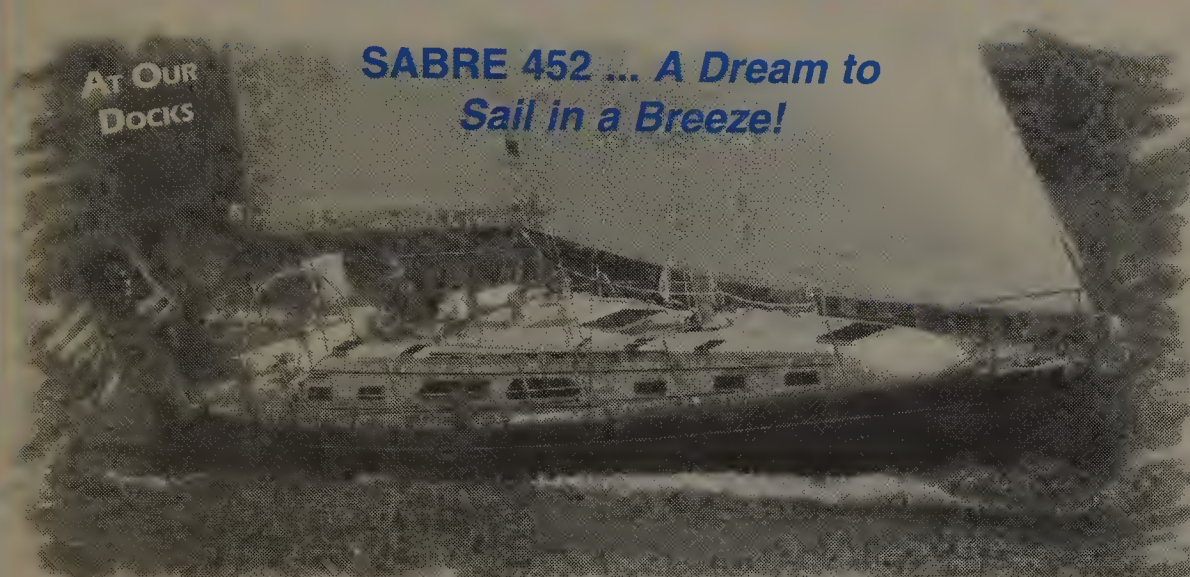
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AT OUR
DOCKS

**SABRE 452 ... A Dream to
Sail in a Breeze!**



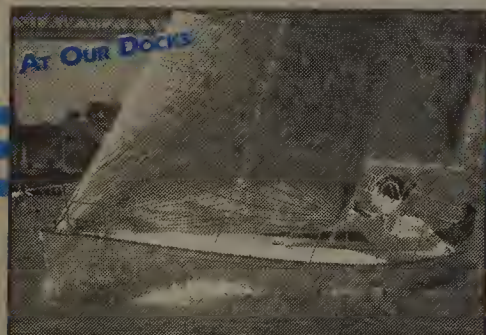
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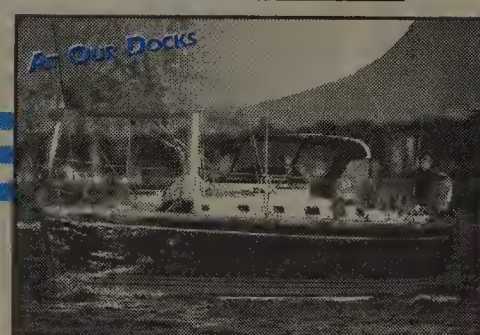
C&C

In Stock: 110 & 121
*Come see the interior
of this incredible speedster!*



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Coming Soon: 38 & 54
Classic Bluewater Cruiser!



TARTAN

In Stock: 3500 & 3700
Available: 4100 & 4600
Recently Named "Boat of the Year!"

BROKERAGE



1988 - HALLBERG-RASSY 38
Spacious, open and quality built!
This boat is ready to cruise. Must
see... hurry! \$174,900.



1997 - ISLAND PACKET 40
2 spacious strms., full electronics,
windlass, bimini, dodger, lots of
extras! Super clean and equipped for
cruising! \$229,500. (sistership)

1996 - CATALINA 380...Lightly used with lots of extras! \$135,000.

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NEW BOATS



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CATALINA 34



CATALINA 42



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Boats on display now.**

BROKERAGE SAIL/POWER



CATALINA 30



SEA HORSE TRAWLER



OSPREY 24



CATALINA 27

Santa Cruz slip subleases available with new purchase!

CATALINA

BROKERAGE

SAIL

22' CATALINA, '97 Reduced	13,500
24' COMPAC, '92	20,900
27' CATALINA, '78	10,500
29' CAL, '73	13,500
30' CATALINA, '85	34,000
37' BROWN TRIMARAN, '89	46,000
40' SANTA CRUZ, '84	125,000

POWER

24' BAYLINER, '95	23,500
30' 2950 PROLINE, '93	48,000
34' SEAHORSE TRWLR, '84	85,000
43' HATTERAS, '79	249,500
53' ELLIOTT CUSTOM, '73	595,000
53' HATTERAS, '80	349,500
73' CUSTOM CAT, '95	Inquire

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Please allow 4-6 weeks to process changes/additions, plus delivery time.

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Back Issues = \$7.00 (must indicate *exact* issue by month or vol. #)

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Type of Business _____

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Latitude 38

"we go where the wind blows"

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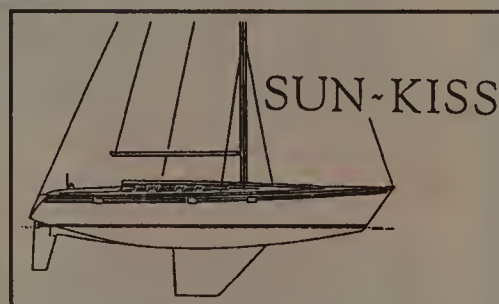
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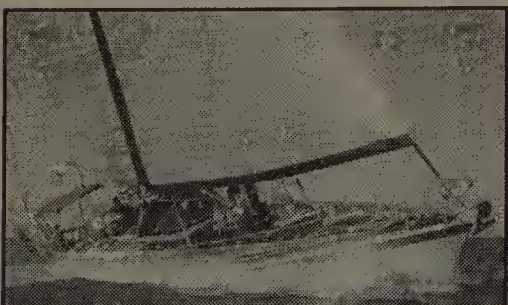
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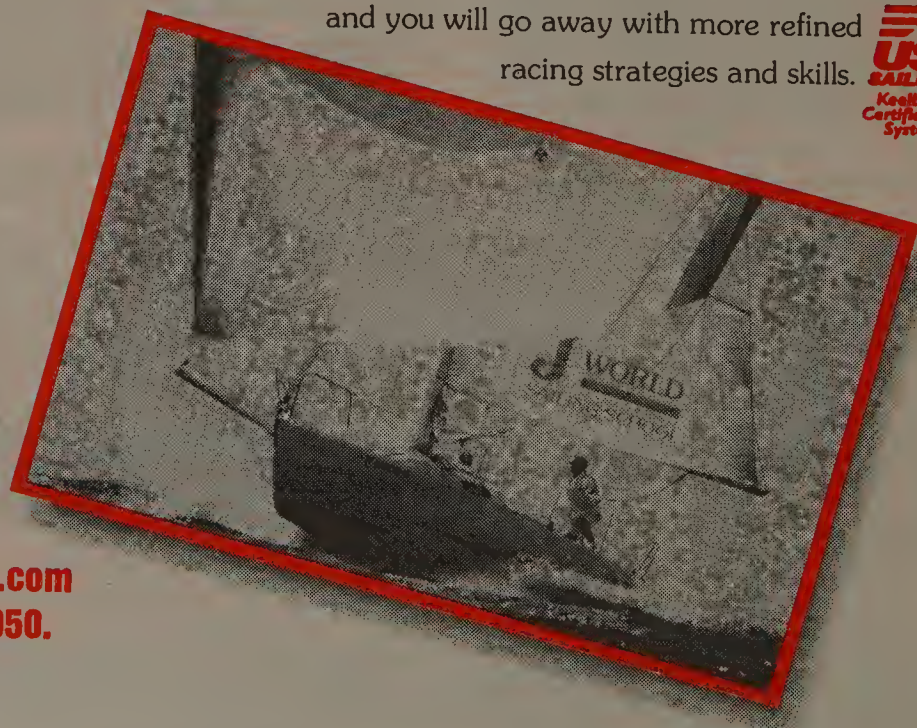
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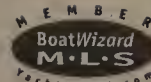
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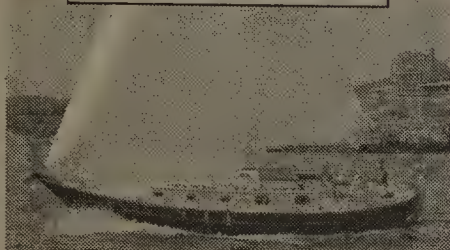
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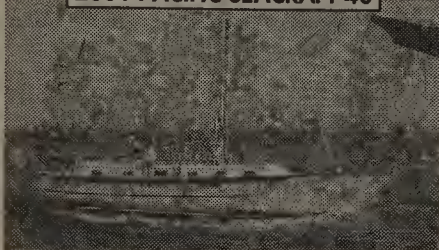
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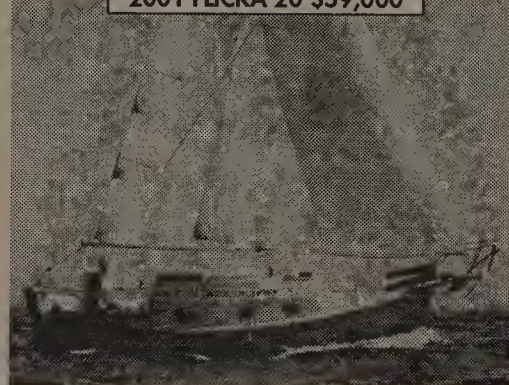
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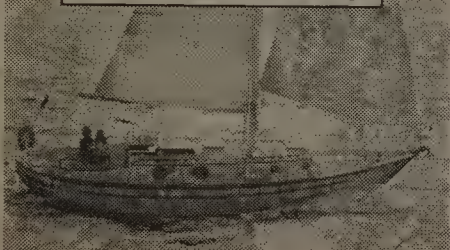
2001 PACIFIC SEACRAFT 40



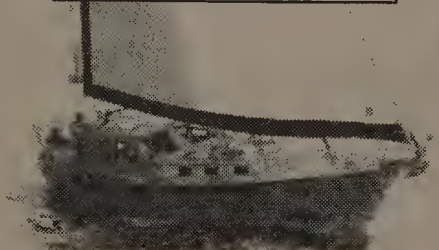
2001 FLICKA 20 \$59,000



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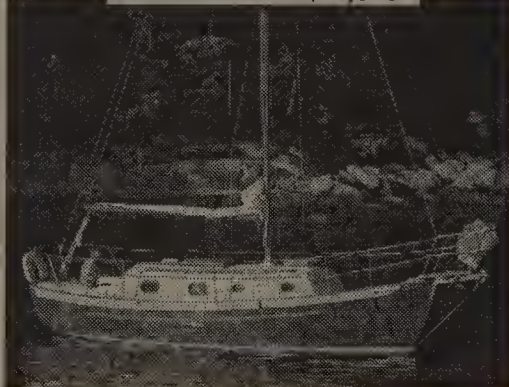


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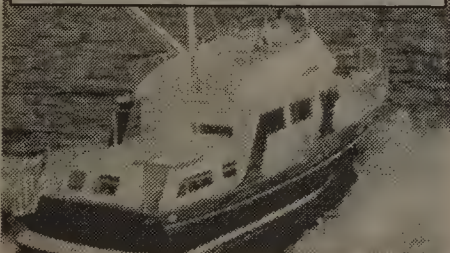


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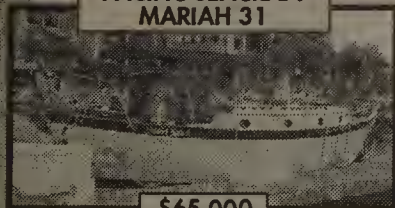


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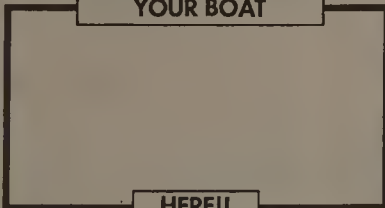
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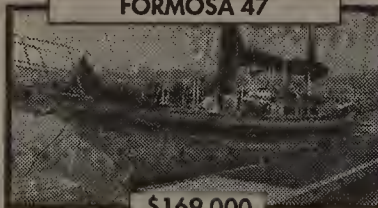
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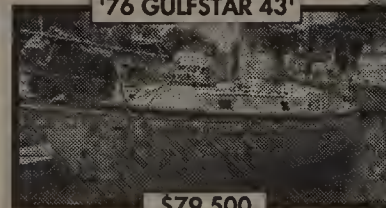
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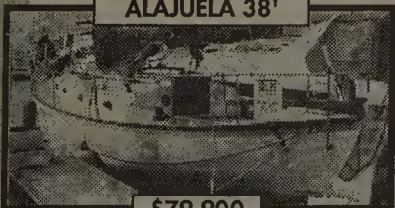
\$169,000

'76 GULFSTAR 43'



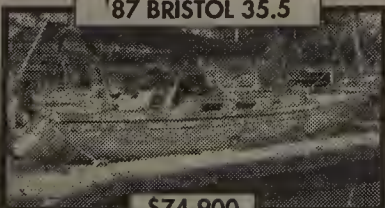
\$79,500

ALAJUELA 38'



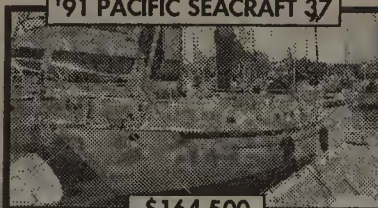
\$79,900

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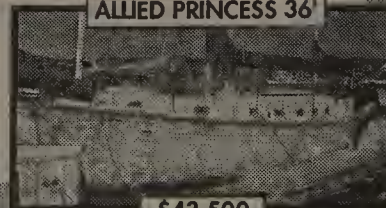
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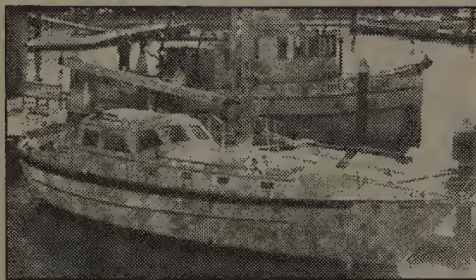
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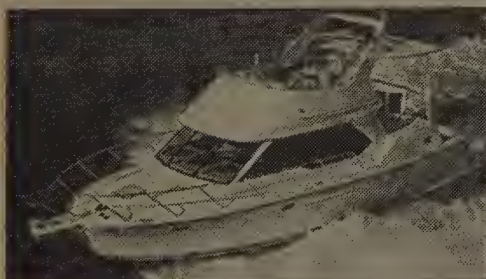
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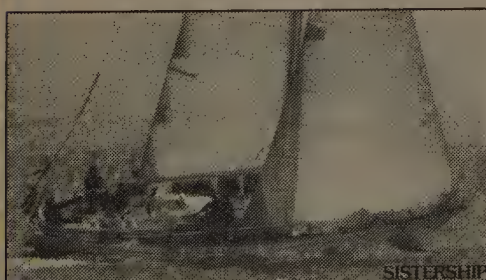
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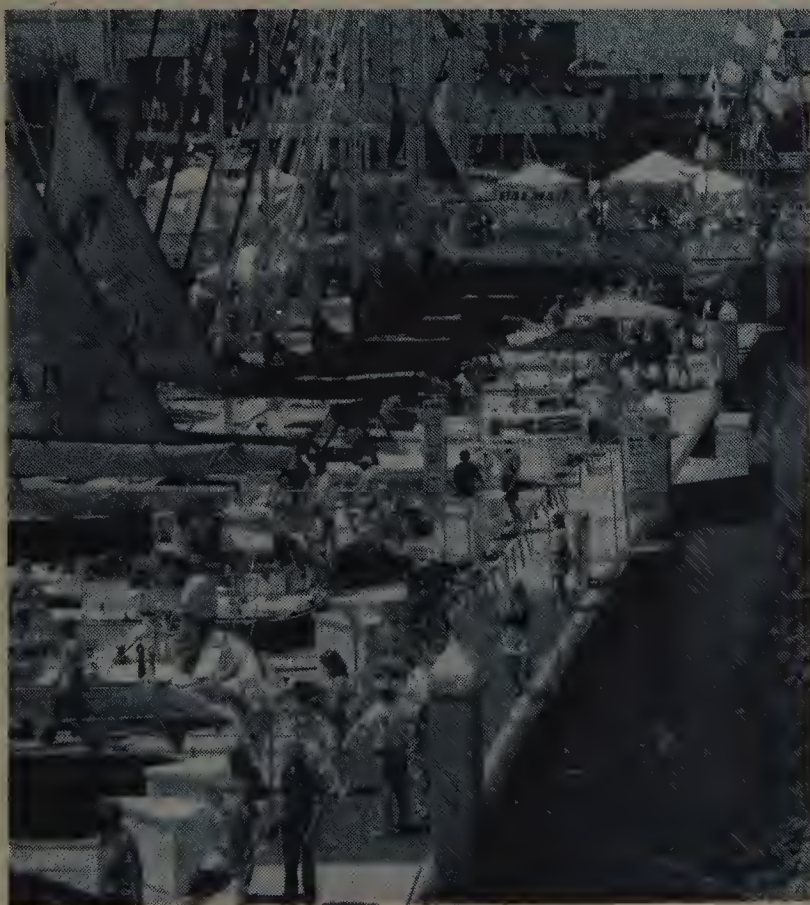
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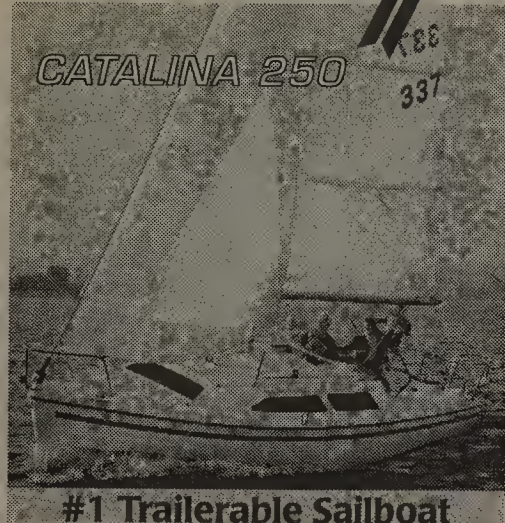
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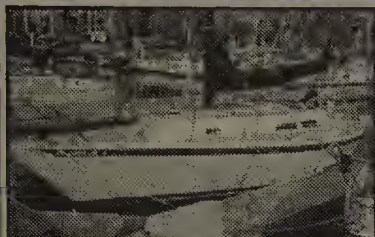
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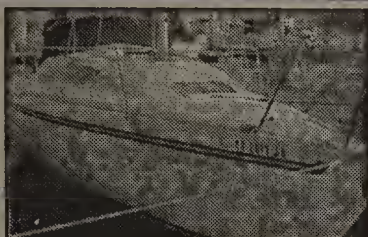
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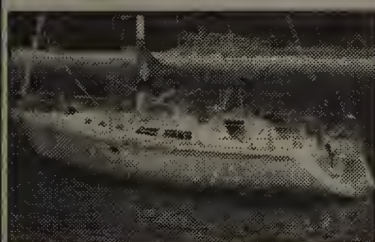
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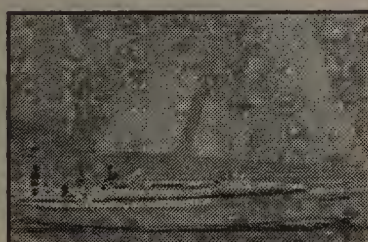
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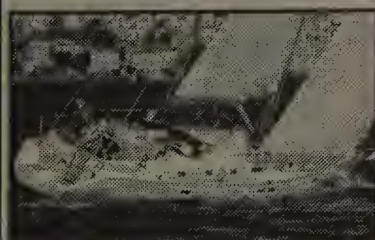
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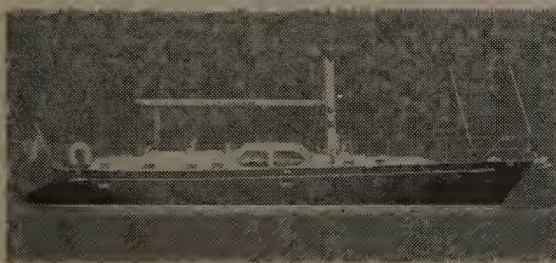
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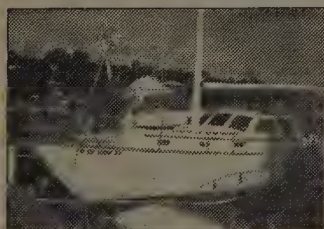
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37 ISLANDER MOTOR SAILER, 1986

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staterooms...six

sleeps...Westerbeke diesel with few hours. Needs sails! This is a like new sailboat. Priced at \$84,500.



34 YOUNG SUN CUTTER, 1980

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full keel double
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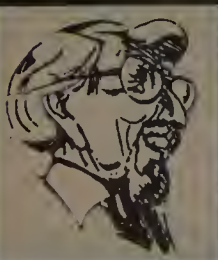
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27 CATALINA SLOOP, 1981

New M3-20
marine diesel,
has dinette,
four sleeper,
separate head,
new cushions.
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transferred.

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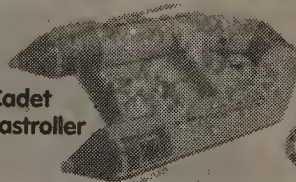
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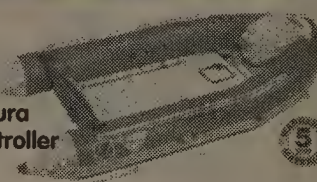
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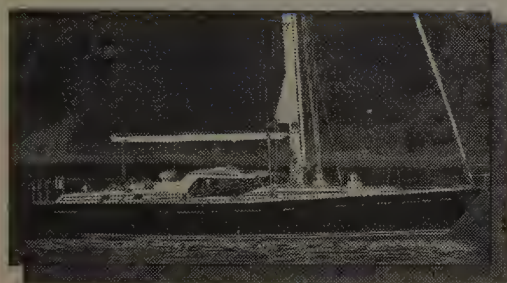
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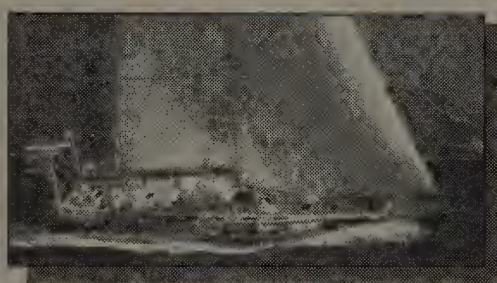


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Racy John
Swan 57RS, 1997



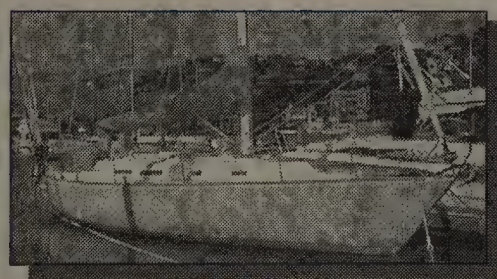
ExtravaganZZa
Swan 59, 1988



Jugra
Swan 68, 1994



Destiny
Swan 431, 1977



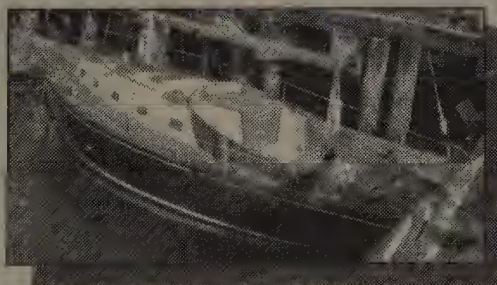
Jubilation
J/40, 1992



Impossible Dream
Swan 651, 1985/1988



Hoya
Swan 42, 1981



Cisne
Swan 36, 1967



Cipango
Andrews 56, 1992

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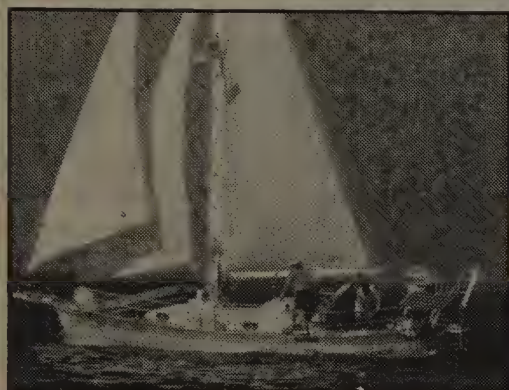
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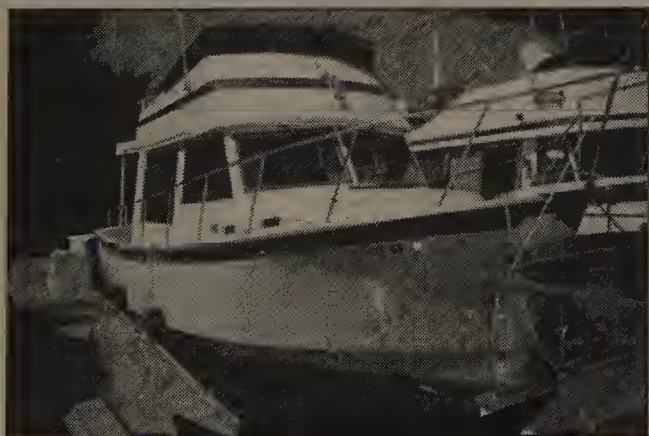
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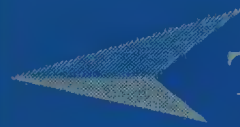
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CALENDAR

Nonrace

Jan. 4-7 — San Diego Boat Show. Info, (858) 274-9924.

Jan. 7 — Chris Corlett is 50!

Jan. 9 — Full moon, huge tides. A 6-knot ebb is predicted for January 9 and 10, and it could be more if it rains. Be careful out there!

Jan. 9 — "2000 International Year in Review," a half hour ESPN show on Tuesday morning at 10 a.m. Set your VCR before you go to work!

Jan. 11 — Cruiser's University: "Introduction to Computers on Board," hosted by Waypoint and HF Radio on Board, 7 p.m., \$10 at the door (\$15 for couples). RSVP, (510) 769-1547.

Jan. 12-21 — Lake Union (Seattle) Boats Afloat Show. Info, (206) 748-0012 or www.boatsafloatshow.com.

Jan. 12-21 — 58th Cow Palace Sports and Boat Show. Something for everyone, including our favorite hall, 'Vacationland'. Info, 931-2500.

Jan. 13 — "Offshore Safety and Seamanship Seminar," presented by Modern Sailing Academy at Golden Gate YC. Speakers include MSA's head instructor John Connolly and well-known author/sailor John Rousmaniere. Info, (800) 995-1668.

Jan. 13-14 — Open Boat Weekend in Alameda, weather permitting. Check out hundreds of used and new boats at the brokerages in Marina Village, (510) 521-0905, and Ballena Bay, (510) 523-5528.

Jan. 14 — Tom Leweck, our favorite Curmudgeon, is 70!

Jan. 16 — SF Bay Oceanic Crew Group monthly meeting, featuring Hugo Landecker speaking on "Rules of the Road." Fort Mason Center, Room C-210, 7 p.m., free. Info, 456-0221.

Jan. 20 — Dance party at Corinthian YC in conjunction with their midwinter regatta, 7-10 p.m. All sailors welcome! Info, 435-4771.

Feb. 3-11 — 45th Annual SoCal Boat Show at the Los Angeles Convention Center. Info, (714) 633-7581.

Feb 3-4 — North U. Seminars in San Francisco (2/3) and Santa Cruz (2/4). Sail faster! Info, (800) 347-2457.

Feb. 4 — Open House at Oakland YC, which is actually in Alameda. Stop by between 2 and 4 p.m. to check it out. Info, (510) 522-6868.

Feb. 6 — "Basic Skills and Seamanship," a USCG Auxiliary class, begins at Yerba Buena Island, Building 2. Tuesday and Thursday evenings, 7:30-9:30 p.m. Call (415) 399-3411 for all the details.

Racing

Jan. 1 — Master Mariners New Year's Day Race and Chili Potluck at Richmond YC. DeeDee Lozier, (510) 653-8820.

Jan. 6 — Perry Cup for Mercuries, races 10-12. MPYC; Dick Clark, (408) 624-6482.

Jan. 11 — 26th Annual Fort Lauderdale to Key West Race, the traditional 160-mile feeder race to Key West Race Week. Results will be posted at www.LYC.org/Key West.htm.

Jan. 15-19 — 14th Annual Yachting Key West Race Week: five days of buoy racing in Florida for offshore one designs, IMS and PHRF classes. Last year, 261 boats representing 12 nations and 30 different states sailed in this outstanding event. Peter Craig, (781) 639-9545 or www.premiere-racing.com.

Jan. 23-27 — 11th Annual Miami Olympic Classes Regatta, an important U.S. Sailing Team ranking regatta. For info, see www.ussailing.org.

Jan. 26, 1991 — Ten Years After, from a *Racing Sheet* article called "A Real Fiasco":

The Singlehanded Sailing Society's popular Three Bridge Fiasco proved worthy of its name on Saturday, January 26. A record turnout of 144 boats showed up off Golden Gate YC for the start of the 21-mile in-the-Bay shorthanded (single or double)

Yacht to the City

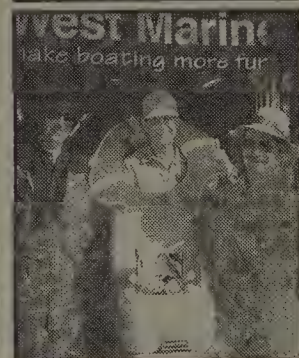
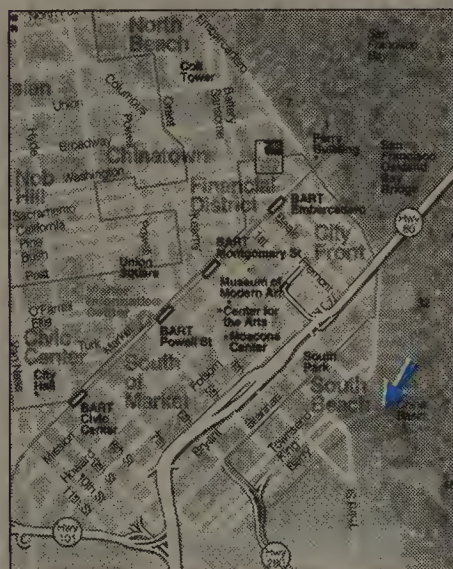
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J/160's enormous, comfortable interior

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marathon. As usual, there was a reverse order start beginning at 9:32 a.m., with the little boats heading off first to round the three 'bridges' (actually Blackaller Buoy, T.I. and Red Rock) in any order.

Several hours later, the majority of the fleet had been swept under the Golden Gate Bridge by a raging 5.5-knot ebb. Finding the back-eddy on the Marin shore, the racers took turns tacking up to the lighthouse under the North Tower, only to be flushed to the back of the line. If they gave a prize for persistence, it would have gone to Greg Paxton on his Hawkfarm *Nepenthe*, who took at least a half dozen shots at breaking through. Meanwhile, John Liebenberg had the right idea: recognizing the futility of the situation, he dropped the jib on his Express 27 *Friday* and ate lunch, all the while staying in the back-eddy.

"It should have been called the 'One Bridge Fiasco'," laughed Bill Riess, skipper of the Olson 25 *Vivace*. Riess — and almost everyone else — tired of the game after two and a half hours and motored home. No one who went to Blackaller Buoy first finished; only a handful made it as far as Raccoon Strait.

Meanwhile, a half dozen of the bigger boats — who started up to two hours later — observed the jam-up on the ocean side of the bridge, and elected to try a counter-clockwise course. The strategy paid off for three boats: Peter Hogg and Kame Richards finished first on Hogg's powerful trimaran *Aotea*, while monohull honors went to a pair of well-sailed J/35s, the Don Trask/Chris Corlett 'factory team' on *Redline* and Randy Paul and Chris Shepard on *Equanimity*.

"This was all Kame's fault," laughed Hogg, as he related how the sneaky sailmaker had given a speech at the skippers' meeting the night before advocating going to Blackaller Buoy first. "Everyone took Kame at his word — and then we turned around and did it the other way!"

Aotea finished at 5:25 p.m., followed by *Redline* at 5:31 and then *Equanimity* at 5:46, just 14 minutes before the cut-off. The rest of the fleet DNFed the Fiasco, which this year cost a pricey \$35 for doublehanders (70% of the fleet) and \$25 for singlehanders. With only three trophies to purchase, what will the SSS do with the extra couple thousand dollars, we wondered? "It was a literal windfall," joked Hogg. "Seriously though, we're considering various ways to put the money back into the sailing community."

Feb. 2 — 25th Pineapple Cup, aka the 'Mo Bay Race'. *Pye-wacket*, *Magnitude*, *Zephyrus*, *Grins* and other big sticks will vie for line honors in this classic 811-mile ocean race from Ft. Lauderdale, through the Windward Passage to Montego Bay, Jamaica. Ken Batzer, (954) 946-3467.

Feb. 9-10 & 14-17 — "PV 2001: A Race Odyssey". . . aka, Del Rey YC's 16th Biennial Puerto Vallarta Race. Starts for this 1,125-mile downwind race are staggered over six different days. Will Joss's 15-year-old record (4 days, 23 hours) finally be broken? DRYC, (310) 823-4664.

Feb. 17-18 — SCYA Midwinter Regatta, actually a series of regattas occurring simultaneously all over Southern California. SCYA, (562) 433-7426.

Feb. 25 — MEXORC begins in Puerto Vallarta's Banderas Bay. SDYC; Frank Whitton, (619) 226-8033.

Feb. 28, 1981 — It was Twenty Years Ago Today, from a *Sightings* piece titled 'Circuit Shorts':

The most competitive SORC (Southern Ocean Racing Circuit) in history ended on the last day in February, and it was again a hopped-up production boat that ran away from the custom designs to take honors.

A talented crew led by Berkeley helmsman Tom Blackaller sailed the 43-foot *Louisiana Crude* — jokingly named after the crew's manners — to overall honors in a nearly 100-boat fleet. *Crude* is a Serendipity 43, Peterson designs which are now be-

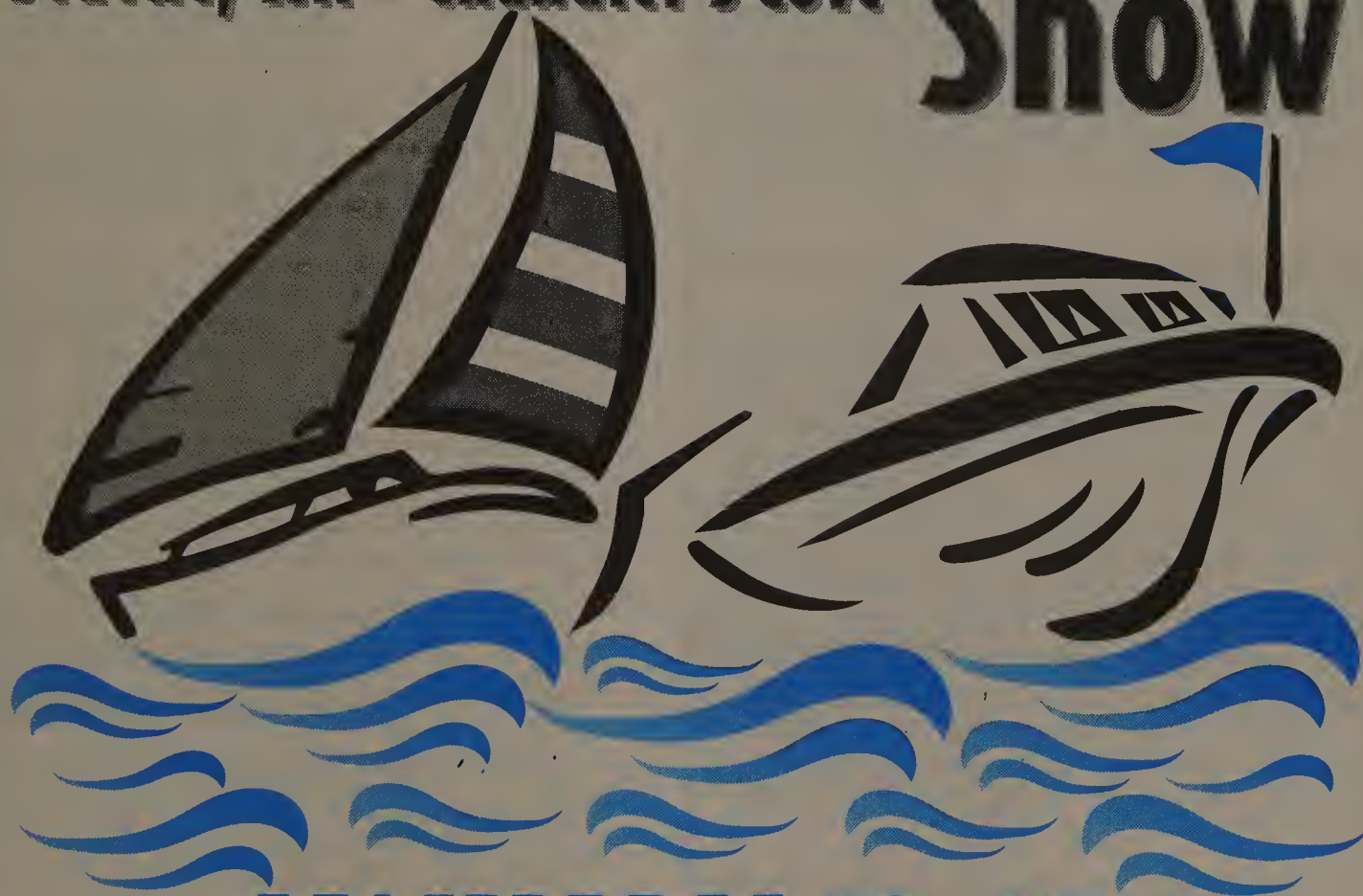
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ing built in San Rafael. A sistership, *Acadia*, grabbed the overall honors last year.

The new *Acadia*, a 40-foot Frers design, took second overall this year. *Williwaw*, a Peterson 48 driven by Dennis Conner was third; *Intuition*, a Peterson 43 made of a riveted aluminum hull was fourth; and *Locura*, a Mark Soverel design with a skyscraper fractional rig, was fifth.

Local boats entered were Irving Loube's Frers 43 *Bravura* and *Leading Lady*, a Peterson Two Tonner under charter to Kent 'Mudcat' Massey. The Steve Taft-driven *Bravura* took second in a very stiff Class B and twelfth in fleet. *Leading Lady*, suffering from first-time circuit blues, was twelfth in Class B and twenty-fifth in fleet.

It was a pretty windy series, with half a dozen boats losing their sticks in the Lauderdale Race and another two lost on the rocks near Rebecca Shoals. *Boomerang*, a Class A boat, lost its stick and rather than abandon the remainder of the series, chartered *Kialoa III* for the last two races and turned in creditable performances. T-shirts made up for the two races read 'Boomaloa.'

Two popular California sailors suffered significant injuries in the series. Jovial Dick Deaver had a winch back up on him, knocking out all his teeth and putting him in the hospital with a broken jaw and a concussion. Then one of mankind's notable 'clothes horses', navigator Ben Mitchell, lost a finger on *Bravura* when he put his hand on the main traveler track and the boat gybed.

A U.S. Admiral's Cup team was selected from the racing, a team Steve Taft feels may be suffering from 'mish-mash'. Boats selected were the Frers 40 *Acadia*, the Peterson 48 *Williwaw*, and the Frers 45 *Scaramouche*. Top boat *Louisiana Crude* would have been an obvious good choice, but she was immediately purchased by a Swede with a big checkbook.

Feb. 28-Mar. 4 — 60th Acura SORC, sailed out of the Miami Beach Marina. Intense buoy racing for IMS, PHRF, one designs, level raters and multihulls. See the *Racing Sheet* for a short history of the SORC, and check out www.acurasorc.com for details about this year's series.

Midwinter Race Series

ALAMEDA YC — Estuary Midwinters: 1/14, 2/11, 3/18. M.L. Higgins, (510) 748-0289.

BENICIA YC — Frostbite Series: 1/13, 2/27, 2/10, 2/24. Jerry Martin, (707) 745-3731.

BERKELEY YC — Chowder Races: Every Sunday except during BYC/MYCO midwinters. Paul Kamen, (510) 540-7968.

BERKELEY/MYCO — Berkeley Circle: 1/13-14, 2/10-11. Bobbi Tosse, (925) 939-9885.

CORINTHIAN YC — Midwinters 2001: 1/20-21; 2/17-18. CYC, 435-4771.

ENCINAL YC — '3-2-1' Midwinter Series: 1/20, 2/17. Mark Brunelle, 291-6111 (days).

ENCINAL YC — Centerboard Series: 1/27, 2/24, 3/31. EYC, (510) 522-3272.

GOLDEN GATE YC — Seaweed Soup Series: 1/6, 2/3, 3/3. GGYC, 346-BOAT.

LAKE MERRITT SC — Robinson Memorial Midwinters: 1/14, 2/10, 3/10. Duncan Carter, (925) 945-6223.

OAKLAND YC — Brunch Series: 1/7, 1/21, 2/4, 2/18, 3/4. Bob Donovan, (925) 934-7848.

RICHMOND YC — Small Boat Midwinters: 1/7, 2/4, 3/4. RYC, (510) 237-2821.

SANTA CRUZ YC — Midwinters: 1/20, 2/17, 3/17. SCYC, (831) 425-0690.

SAUSALITO YC — Midwinters: 1/7, 2/4, 3/4. Andy Egger, 332-1267.

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J/35, '86, Equanimity

New listing – call for details!



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41' J/125, '98, Snoopy

Winner of Key West & Volvo Yachting Cup. Well equipped, w/custom truck trailer. Seriously for sale!



FRERS 41, '88, Pageant

This performance/cruising boat is very well maintained and sought after. Lots of electronics & sails, very clean.



Stark Raving Mad 53' J/160, 2000

Dark blue hull, all cherry interior, B&G electronics. North 3DL Racing Inventory, Spectra cruising inventory, outfitted to the highest of standards!



ROBERTS 55, '80, Concorde

This well-equipped spacious liveboard cruiser is new on the market. Capable of bluewater sailing.



40' CNC 37+, '90, Good Moves

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53' J/160, 2000, Stark Raving Mad* New Listing 879,000
53' J/160, '97, Bushwacker* 670,000
50' Nelson/Marek, '86, Infinity* Pending 108,000
50' Open 50, '00, Convergence 500,000
41' J/125, '98, Snoopy*, '99 Dodge truck/Traid trlr avail 270,000
41' J/125, '99, Javelin 290,000
41' Frers, '88, Pageant* 119,000

40' Tripp, '92, Magic Reduced 87,500
40' C&C, 37+, '90, Good Moves* 141,500
38' Tartan 3800 OC, '99, Torrent Reduced 298,000
36' Islander, '74, Mai Pen Rai Pending 36,500
35' J/35, '86, Equanimity 49,500
35' Ericson, '74, Merlin* 35,000
35' Santana, '80, Swell Dancer 28,500
33' Soverel, '83, Maria 35,000
30' Capo, '84, Suspect* 33,000

30' J/30, '79, Shenanigan* 25,000
29' J/29, '84, J-Spot New Listing 21,000
28' Catalina, '91, Spectacular Bid* 29,500
28' Catalina, '91, Summer Squall* 29,900
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CALENDAR

SHORELINE LASER SERIES — 1/28, 2/25, 3/25. Tracy Usher, (650) 926-3253.

SOUTH BAY YRA — Winter Series: 1/6, 2/10, 3/10. Bob Carlen, (831) 336-2672.

ST. FRANCIS YC — Winter Dinghy Races/Clinics: 1/13, 1/27, 2/24, 3/10. StFYC, 563-6363.



Our New Year's resolution is to sail more often in 2001. . . How about you?

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone calls! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

January Weekend Currents

date/day	slack	max	slack	max
12/30Sat	1035 2304	0126/3.0F 1312/1.7F	0459 1548	0709/2.0F 1914/3.7F
12/31Sun	1135 2345	0208/2.9F 1406/1.6F	0540 1643	0757/2.2F 2002/3.3F
1/01Mon	1237	0254/2.7F 1504/1.5F	0623 1746	0848/2.3F 2055/3.0F
1/06Sat	0948 2329	0043/2.3E 1307/4.8E	0358 1708	0654/2.7E 2007/3.5E
1/07Sun	1033	0139/2.3E 1357/5.3E	0444 1756	0743/2.9E 2058/4.0E
1/13Sat	1015 2253	0105/4.2F 1300/2.8F	0430 1551	0652/2.9F 1902/4.6F
1/14Sun	1124 2345	0156/3.9F 1405/2.6F	0517 1658	0747/3.0F 1957/3.9F
1/20Sat	1003 2343	0126/1.8E 1328/4.2E	0424 1727	0720/2.5E 2040/3.4E
1/21Sun	1047	0215/1.8E 1410/4.4E	0512 1811	0804/2.5E 2123/3.5E
1/27Sat	0907 2147	0011/3.2F 1156/2.2F	0336 1441	0551/2.3F 1800/4.0F
1/28Sun	0953 2219	0045/3.0F 1241/2.1F	0410 1526	0633/2.5F 1843/3.6F

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WHERE IS THE SOUTH BAR?

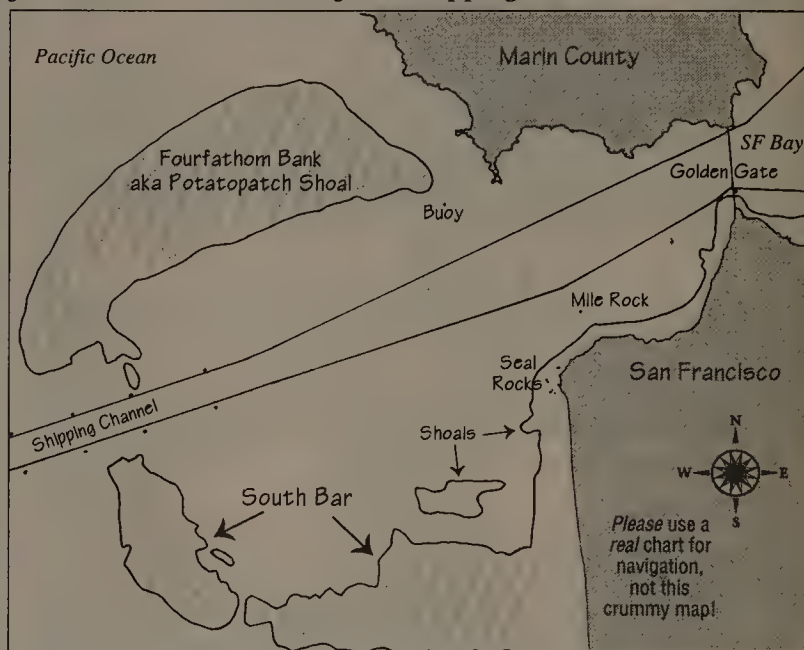
I started to sail again last year, and have been training myself within the Bay aboard our Catalina 36 *L'air du Temps*. I have briefly ventured into the Pacific, but wanted to improve my skills before going out to the Farallones or down to Monterey.

On December 1, *Lectronic Latitude* reported the sad story of what happened to the owner/skipper of *Sea Major* on the South Bar outside the Golden Gate. I went to check on the charts for the location of this bar, but couldn't find it. The 'Potato Patch' north of buoy #8 is clearly indicated, and the depth shows the shoal between it and the Bonita Channel closer to shore. But south of #8 I found no reference to the 'South Bar' even though the depth is not as deep as the main shipping channel. Could you give more details about the location of the South Bar so that we make sure to stay clear of this dangerous area?

This winter I'm getting *L'air du Temps* and myself prepared for coastal cruising in the summer, and who knows, maybe a Baja Ha-Ha in the future.

Denis Précheur
L'air du Temps
Northern California

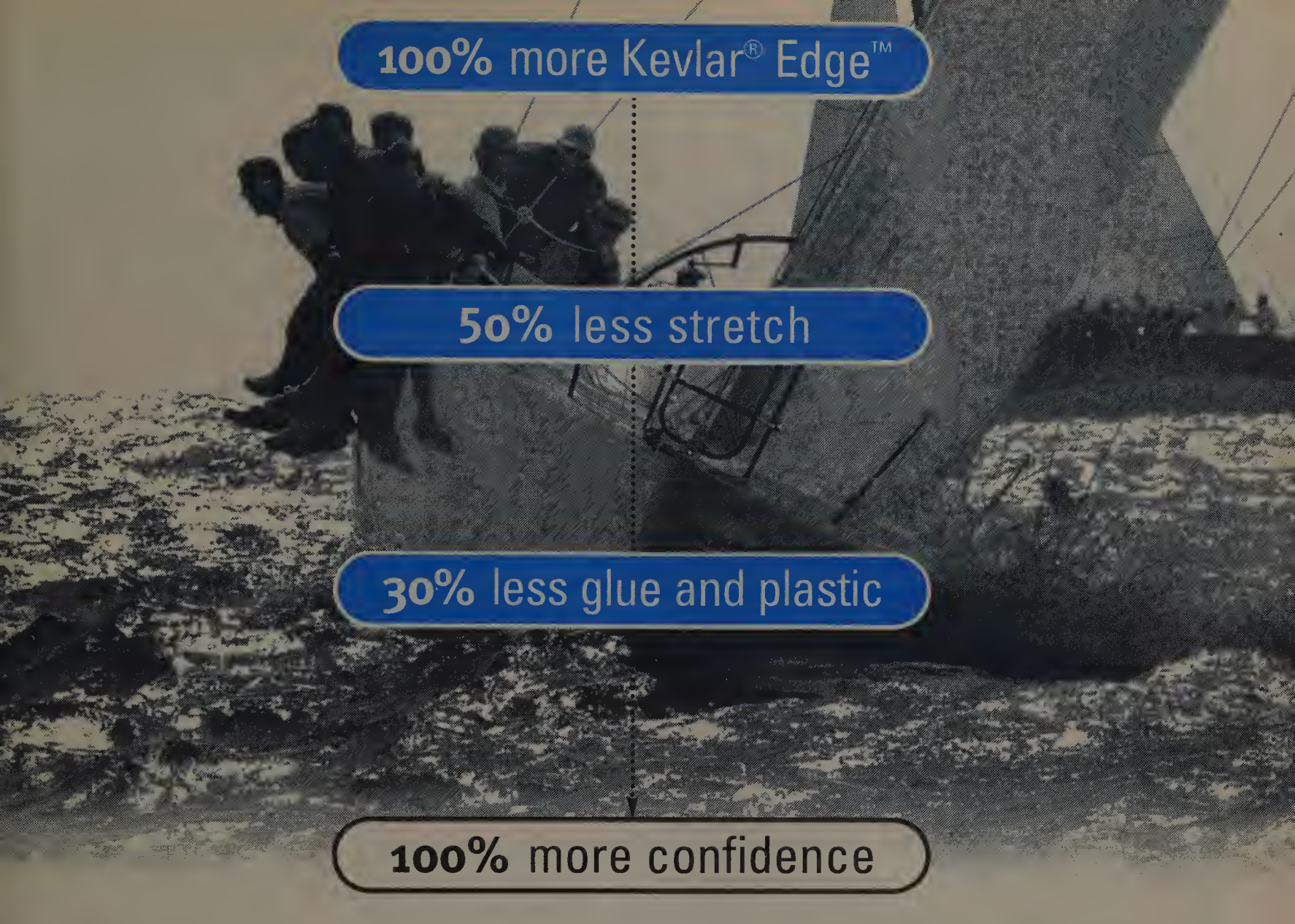
Denis — The South Bar is the term most commonly used to describe the shallow waters south of the main shipping channel. It's mostly about 36 feet deep as opposed to the 24-foot depths found to the north side of the shipping channel in the Potato



Understanding the underwater profile is essential in wintertime.

Patch. Thirty-six feet of water may sound a little deep for a bar, but it's not when you're talking about Pacific storm swells piling up on a suddenly more shallow bottom. We can't even begin to remember all the sailors and boats that have been lost in this area during the last 25 years. It can be dangerous any time of year, but is extremely so as early as October until as late as May.

So what are a sailor's options during a heavy winter swell? Well, you can forget the entire south entrance and the Potato Patch. The Bonita Channel — with water as deep as 60 feet — might seem like an option, but it can also be a death trap. For example, on the day *Sea Major's* skipper was lost, waves were breaking all the way across the Bonita Channel and right up against the jagged cliffs of the Marin Headlands. So that leaves the Main Shipping Channel, right? Not necessarily. Even though it's supposedly dredged to about 52 feet, the Main Channel is also subject to huge breaking waves. Therefore, when there's



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LETTERS

high surf in the winter, the sailor's one good option is to not leave San Francisco Bay. If you're outside and want to come in, it may be much safer — depending on the wind and swell direction — to take shelter further north or south, or stay offshore. If in doubt, call the Coast Guard for reports on the bar conditions. But whatever you do, don't even think about crossing either the Potato Patch or the South bar during an ebb when there's a big swell running!

↑↓SEA MAJOR

I read the article in *Lectronic Latitude* about the skipper of the *Tayana 37 Sea Major* being lost overboard. I heard from other sources that the missing owner/skipper was Scott Smith, the bass player for the Canadian rock group *Lover Boy*. Could you confirm this?

I bought the 47-ft Puvieux ketch *Nighthawk* from Scott in 1991. Scott had bought her in '84 from Sylvester Stallone, her original owner. I cruised her in Mexico for several years before selling her to Jeff Hermann in 1999, and delivered her to her current berth at Loch Lomond Marina in San Rafael. Jeff's plans have changed and he now has her up for sale.

See you in Banderas Bay, as I'll be crewing on Blair Grinoles' *Capricorn Cat* again.

Roy Davidson
Hemet

Roy — It was indeed Scott Smith who was lost. For further details, see this month's *Sightings*. Ironically, we can distinctly remember playing *Lover Boy's Workin'* for the Weekend while sailing over the South Bar during a *Windjammer's Race to Santa Cruz* many years ago. It was a fine album.

↑↓LARRY AND THOMAS

It's sad to say, but you appear to be fawning over Ellison, Perkins and all the others with their big boats.

Let me put something about wealth in perspective: In the early '70s, I lived in a fancy apartment complex in Palo Alto. I had a pleasant two-bedroom apartment and enjoyed all the amenities. One day a couple, hardly older than me, moved into a clone of my own place next door. I got to know them and liked them, and eventually knew enough about them to ask them a question: Why on earth did you leave your big estate in Woodside to live in such relatively confined circumstances?

"Running an estate is a burden," was their succinct answer.

"Well," I responded, "if you could afford an estate, you could surely have afforded the traditional English butler to do all the dirty work."

"Ah, yes, that was it," they answered. "Dealing with the butler was a burden in itself, as he daily brought a host of problems for us to resolve, not the least about staff. Believe us, we have never been happier than since we sold that place."

I have no doubt that eventually all those Silicon Valley dot.comers will come to realize that they can't be any happier with their vanity size boats than most of us are in our little boats, for we don't need nautical butlers to run them.

George Fulford
Mill Valley

George — When it comes to the benefits of living the simple life, you're preaching to the choir. We've lived in the same modest railroad worker's home for more than 20 years, drive a little *Isuzu Amigo* with 100,000 miles on it, and don't much care about fancy clothes or furniture. Our one extravagance is *Profligate*, a very big, but nonetheless very simple, catamaran — she has just one pressure water outlet. We love visiting and sailing aboard magnificent yachts, but we'd never be interested in the burden of

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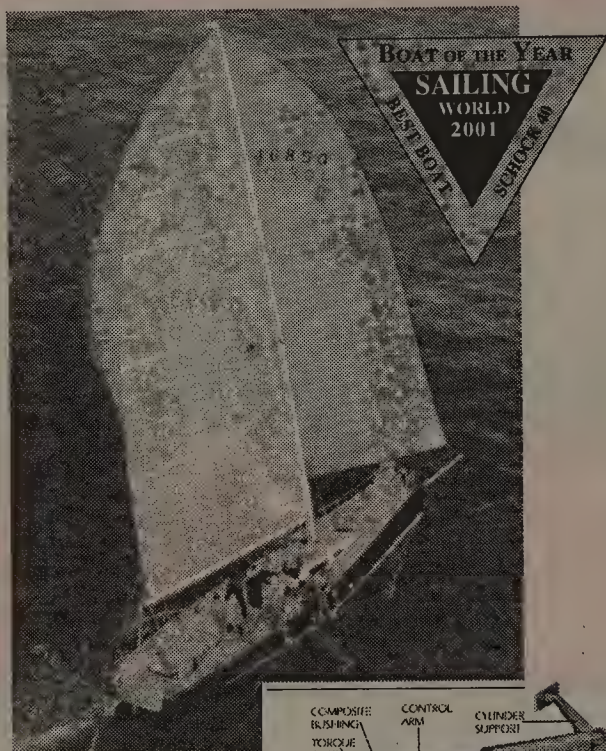
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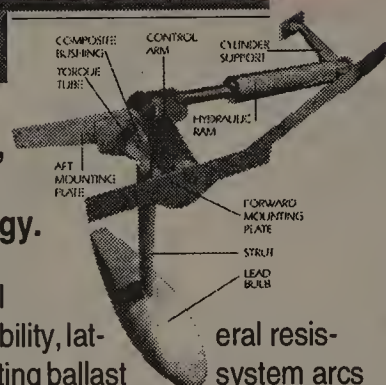
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LETTERS

owning one of them.

Frankly, we're insulted at your suggestion that we're trying to kiss Ellison's or Perkins' ass. The simple truth is that we have a tremendous appreciation for well-designed and well-built boats — even the really big ones. We've seen the *Mona Lisa* at the Louvre in Paris, Botticelli's *The Birth of Venus* at the Uffizi in Florence, and *The Sunflowers* at the van Gogh Museum in Amsterdam. But the finest art we've ever seen has been on the water: The 135-ft gaff schooner *Mariette* 1915 Med-tied at St. Tropez, the 137-ft ketch *Alejandro* sailing to weather off St. Barts, and the 130-ft gaff schooner *Altair* entering the harbor at Monte Carlo. We think such magnificent yachts are art of the highest order — art that can just as easily be appreciated by casual onlookers as by their owners. If you disagree, we suggest you page through Jill Bobrow and Dana Jenkins' beautiful book, *In The Spirit of Tradition, Old and New Classic Yachts*. If you're still unmoved, you'd better have somebody check to see that you still have a pulse.

A lot of people have billions these days, but not that many of them have taste or style. Virtually everyone would agree that both Ellison and Perkins have fleets that exhibit extremely good taste and refined style. We personally think that Ellison's 192-ft stealth motoryacht *Izanami*, and Perkins' 135-foot Herreshoff gaff schooner *Mariette* — although totally different — are two of the most sublime boats afloat. But if our real intent was to flatter them, why would we have repeatedly stated that the 135-ft ketch *Alejandro* — we have no idea who owns her — is the fairest of them all? Furthermore, we don't feel any hesitation in expressing the opinion that certain mega yachts aren't very attractive. Jim Clark of the St. Francis YC says that his 155-ft sloop *Hyperion* was inspired by the similar sized *Juliet*. The latter is without a doubt a lovely yacht, but we don't see even a family resemblance in Clark's very plain sloop. Then there's 155-ft *Atlanta*, the only boat with a mast taller than *Hyperion's*. She's stone cold ugly, the ultimate proof that you can't buy good taste.

Some folks have a problem with successful entrepreneurs building spectacular yachts. Unfortunately, these are not good times for such critics, as the world is in the midst of a mega yacht construction explosion. According to Showboats International, yards currently have orders for 268 yachts in excess of 100 feet, a stunning increase of about 160% over just three years ago. Our only problem is that about 83% of them are powerboats, some of them gigantic. The MacCaw brothers of Seattle and the OneWorld America's Cup syndicate, for example, have just launched a 291-footer and a 336-footer, and Ellison is building a 400-footer. If you want to accuse the MacCaws of being hypocritical for starting an America's Cup syndicate supposedly intended to 'save the oceans' — and then wanting to run it from 300-foot personal yachts — you'll get no argument from us.

For those who are as enthralled by large sailing yachts as much as we, Showboats reports that yards have orders for 11 sailing yachts between 100-119 feet, 16 for between 120-149 feet; and 10 in excess of 150 feet. We're not sure if this includes the replica of *Ranger*, the greatest J Class yacht of them all, that Jim Clark of the St. Francis YC was thinking about having built. According to the rules of the new J Class association, there can only be one replica of each original J Class boat, and a Dutch fellow has already spoken for *Ranger*, supposedly the fastest one of them all. No need to cry for Clark, he's still got that 292-ft sailboat on order at Huisman.

↑↓ GOING WITH THE DOGS

I'm in need of fairly current information regarding cruising with dogs. I have heard ad nauseam from people without pets all about why I shouldn't take my dog with me. What I need is some honest communication with people who have cruised



Jim Butterworth • Tom Elkema • Gary Helms

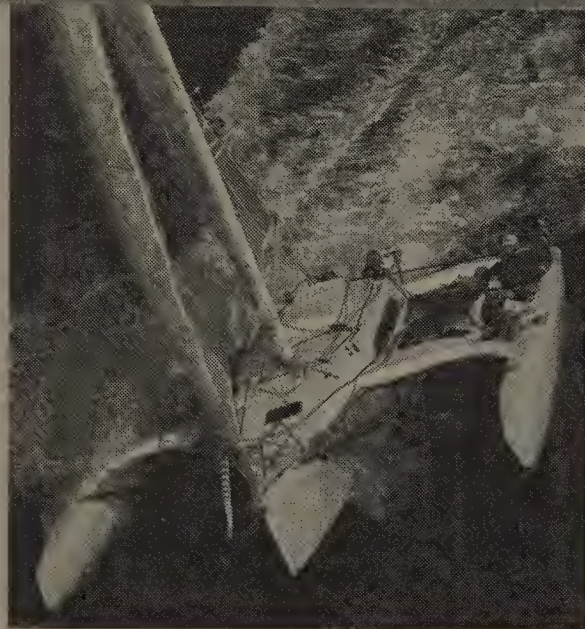
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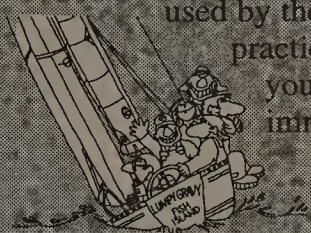
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LETTERS

are cruising with their dogs. Any suggestions?

Michele Rae
Dayenu
Queensland, Australia

Michele — We suggest you check out this month's Changes. Based on folks we've talked to, cruising with dogs requires considerable effort — that is nonetheless rewarded many times over in love and devotion.

↑↓CONSTANCE

Cruising talk comes cheap. We'd recently been dreaming about our good old days of cruising. We cruised for five years starting in 1986, but with a three-year-old child and another on the way — in other words, two non-swimmers — we gladly decided to take a break. And after two winters of high-priced Bahamian produce, planting our own veggie garden sounded good.

So, with kids ages 12, 9 and 4, we decided to use their fall school break for the first family ocean sail. We figured they'd be sturdy enough to handle what the Pacific might dish out. We'd already tempered the kids with some regular doses of manageable family adventures: tent camping across country and back with our inflatable in tow, cruising Desolation Sound with friends, and driving to Mexico for camping. As our departure date neared, the weather looked iffy, as a low was headed towards Northern California and there was talk of a southerly and rain. After monitoring things, we decided to leave on Saturday for what we figured would be about a 20-hour run from Noyo Harbor to San Francisco Bay.

It didn't take long for us to realize that there's a big difference between cruising with a couple of responsible adults and sailing with three wild and careless children! So after about six hours into our joy ride, we reached toward shore so we could happily anchor among the surfers and kelp at the Pt. Arena anchorage.



'Constance' — a mast for each kid.

We were spent! It wasn't a question of remembering to set the preventers, keeping the sails trimmed and plotting positions, but rather doing that *and* tending to the nonstop snacking, feeding, chaos and peacekeeping that goes along with having three kids.

The next morning we had the same kind of patchy fog and we pretty much followed the 50-fathom curve down the coast. The wind was absolutely beautiful rounding Point Reyes, as we were logging nine knots with just our fore, main and jib. It was our first trip using a GPS, and Monterey, our 12-year-old, thought setting the waypoints on it was more fun than his Gameboy!

One of the most beautiful memories of our trip was sailing in towards the Golden Gate Bridge with the huge golden October 'hunter's' moon rising in the background! Chris and I got to share it together, as the kids were sleeping in their bunks. Sweet. We also had a flood tide, which helped us sail right under the bridge and to the anchorage in Richardson Bay.

After years of being away from Bay sailing, we had a most enjoyable week of family sailing fun. We spent two quiet mid-week nights in the anchorage at Angel Island, and a couple

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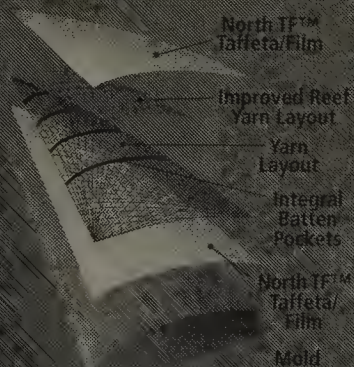
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LETTERS

more nights side-tied at Galilee Harbor with friends. We also had an exciting night when a northerly came up after dark and we had to set the anchor.

After so many great adventures in such a short period of time, it seems almost unfathomable, but we've decided to sell *Constance*. We haven't entirely given up on the dream of cruising with three kids, and until we sell her, expect to see more of us — the three-master with tan bark sails and three wild kids in life-jackets — sailing *Constance* on the Bay.

Donna Schuler
Constance, Herreshoff 55
Fort Bragg

Donna — Sailing with three rambunctious kids would be a real challenge for any couple. And we don't mean to second guess you, but we nonetheless wonder if things might have turned out differently if you'd eased the kids — and yourselves — into family cruising in the warmer climes and more benign waters of the Sea of Cortez or mainland Mexico. It's been our observation that cruising parents have a lot more fun when their young ones exhaust themselves each day through swimming, boogie-boarding, fishing, exploring, driving the dinghy and such.

HE'S A GREAT AMERICAN

I want to share an incredible story that shows that good people still exist — and many of them gather on San Francisco Bay. A partner and I purchased the 1972 Catalina '27 *Due Regard* about five months ago, at which time the owner told us we'd need to replace the keel bolts to keep the keel from falling off. After much online research as well as getting information from Catalina, I learned about using lag bolts to supplement the existing keel bolts. But we still had a problem, because my partner and I are first-time boatowners and didn't have any experience working on boats. So I continued to do research, mainly online, until I came across a guy named Gregg Johnson, who'd done the same job on *Sundancer*, his '72 Catalina 27. He returned my phone calls and emails, and said he'd be happy to help in any way he could.

After learning that Gregg's son is currently a junior at the Air Force Academy — my alma mater — he faxed me what seemed like books of sketches and diagrams, some from Catalina and some of his own, explaining in detail how to fix our keel bolt problem. And also how to fix the common keel joint crack, the so-called 'Catalina Smile'.

At this point I feel confident enough in my ability to study the drawings and get to work, but Gregg didn't stop there. He offered me the use of his drill, his bits — which I broke — and other supplies including a bunch of Micron bottom paint! The next time we talked, he offered to stop by the Berkeley Marina to show us how to get the first bolt in. Before we could start, I needed big lag bolts and washers not available at your corner store. And when I couldn't explain what I needed because of my lack of mechanical sophistication, Gregg said he'd get them and would bring them by the boat on Saturday!

This guy is unbelievable — and he lives in California, where most people only think about themselves! On Friday, my partner and I hauled our Catalina out of the water to prep her bottom for painting based on the detailed instructions Gregg had given us. As we were finishing up the prep work and fixing the crack, Gregg showed up. He'd brought his drill, bits and paint as promised — but also the \$50 worth of bolts and washers that he fronted the money for, plus tape for us to mask the waterline, painter's protective clothing, and a handful of other items we needed. Needless to say, we're very thankful and taken aback by his generosity. He checked out our old bolts and the 'smile', and gave us some tips. Best of all, he was encouraging

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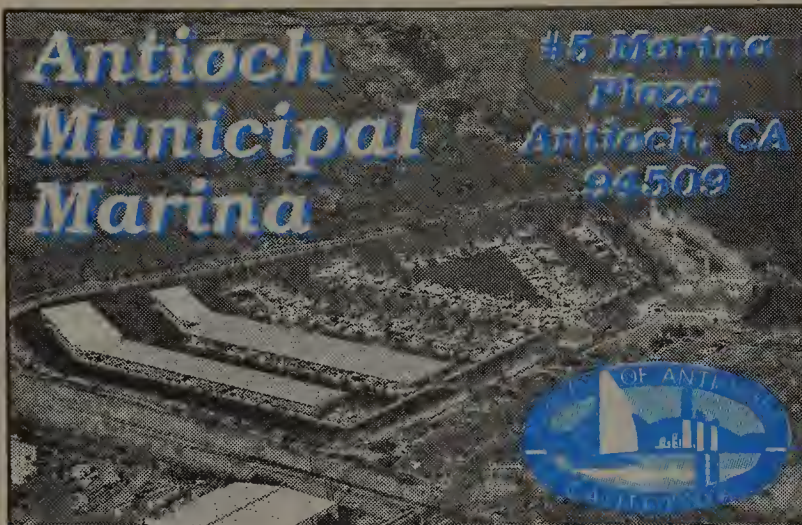
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LETTERS

and supportive — sort of like a coach.

After Gregg left, we started to work on the lag bolts with greater confidence — until we broke the bit off inside the keel! We called Gregg to ask if he thought we might have hit the lifting eye, and if it had been that difficult for him to drill. After he made various suggestions, we headed out to get lunch, and a couple of much needed beers, then to the hardware store for another bit. Gregg was at our boat when we returned, and wanted to help us get the bit out, which he did. Then he helped us drill further.

After he took off, we continued working, but bent the heck out of our replacement bit. So we returned to the hardware store and purchased the most expensive bit they had. It cut through the lead as though it were butter — well, almost. We got all of the holes drilled to the specs on our Catalina diagram. The next day we finished the job and had a celebratory beer!

When the paint cured and the bolts were secured, *Due Regard* was ready for the water once again — and all thanks to Gregg Johnson, one of the few selfless people you'll find around here. Thanks Gregg, you're a rare breed and we wanted all the *Latitude* readers to know it! So if anybody sees the Catalina 27 *Sundancer* out there on the water, please give Gregg a thumbs up for being a great American.

Paul Perez and Paul Bruner
Due Regard, Catalina 27
Travis Air Force Base

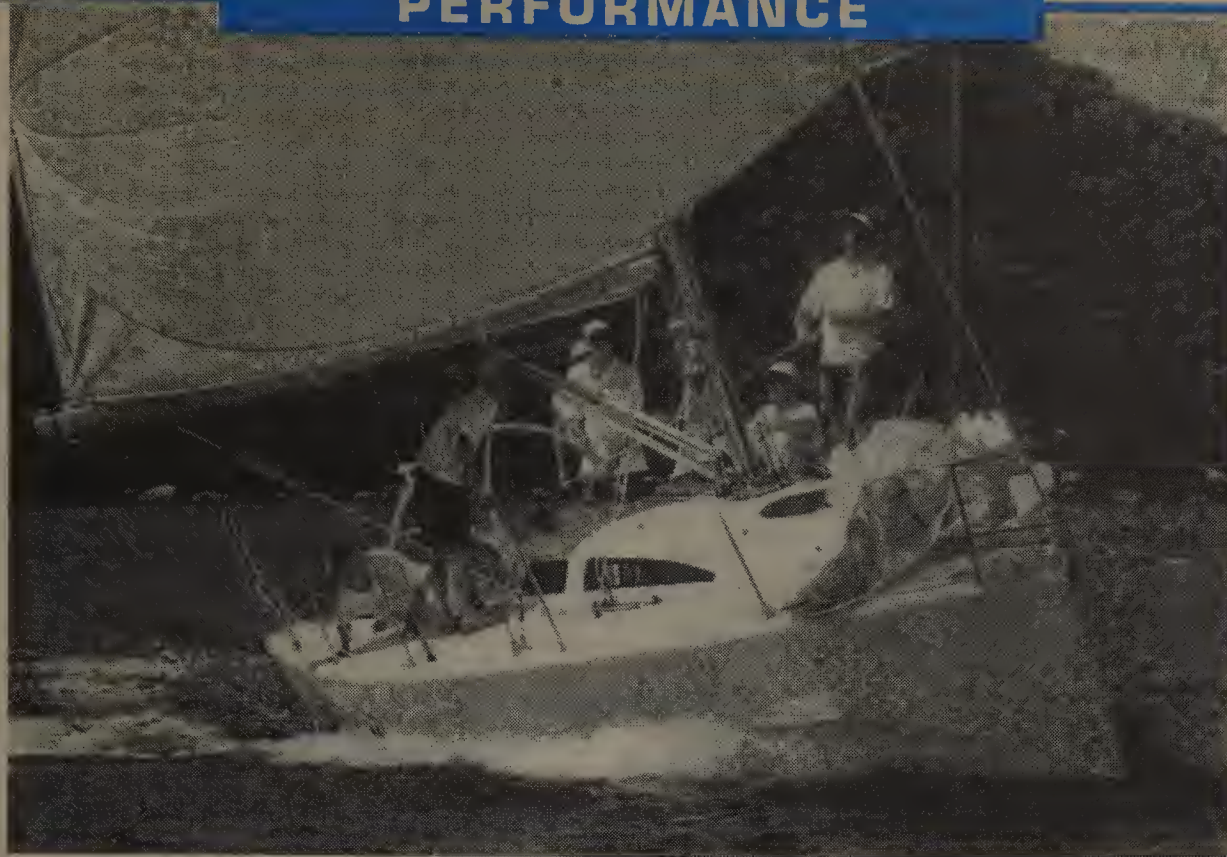
↑↓MORE ON ORIENT AND LESS ON HER MAST

It was great to read that *Orient* has been brought back to life, as well as Robert Keefe's additional details about the boat. While I agree with much of what Keefe added, some corrections are in order. *Orient* was designed with the double headsail rig of a cutter. In 1977, I decided to make a model of the boat and requested a plan from Olin Stephens — who I'd met while sailing aboard *Good News* at the '58 America's Cup. S&S promptly supplied a plan with the following legend: "Design #204, auxiliary cutter, F. A. Jenckes, Esq., L.O.A. 63' 4 7/8", L.W.L. 44' 0", Beam 14' 1", Draft 8' 3/8". *Orient* also did most of her Bay racing with a jib and jib top.

Built at Wing On Shing in Hong Kong in 1938, *Orient* was purchased from Lake Michigan in 1953 by Tim Mosely of the St. Francis YC. He powered her down the Erie Canal to New York, where the mast was stepped. On the way to Bermuda, they got into a big storm and the upper spreader cracked. The got it replaced, but it would come back to haunt the boat. *Orient* continued to San Francisco via the Canal. I joined the crew in 1954 to do all the local races to prepare for the '55 TransPac. Part of the preparation was testing new winches that had been designed by the best engineers at Mosely's Dalmo Victor plant — which normally made antennas for radars. After a month of testing, they were modified.

We had a good start in the '55 TransPac, and were second around Catalina while carrying a full main and 1,800 sq ft genoa. At about 1800, I was at the helm and most of the crew was below eating. We had some waves washing up against the genoa, but nothing more than we experienced around the Farallones. Nonetheless, I noticed a change in the boat's motion, and when I looked up, was shocked to see that the top third of the mast hinged down against the lower portion! Subsequent examination established that the upper starboard spreader — the one that had been replaced in with mahogany rather than the standard sitka spruce — had failed.

A stiffer new mast was designed by S&S to be fabricated by Fellows & Stuart in Los Angeles. Another crew member — George Effenberger — and I spent the summer of '55 on *Orient*, and it was a treat to see the new mast laid up of multiple 28-ft pieces



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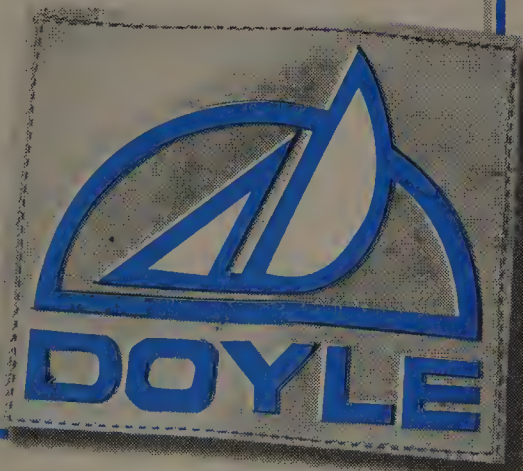
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LETTERS

of sitka spruce. They were first scarfed end to end to create eight pieces that were about 86 feet long. Then they were tapered on a band saw in preparation of gluing together to form a tapered rectangular box section. The four corners were planed off to create a shape with eight corners, then again to produce a section with 16 corners. Finally, the led shipwright, probably the only person qualified to fabricate a wooden mast of that size, shaped the mast by hand and eye using his electric plane. A Stradivarius violin could not have had a more careful touch by its creator.

Orient is clearly one of the best designs to come off the board at S & S. She took second in the '57 TransPac, and did a third in '63 when owned by Peter Davis.

Terry Welsh
Newport Beach

⇅ KIDS' ACTIVITY COORDINATOR

Our *Kinship* was one of the six or so boats in the recent Ha-Ha that was travelling with young'uns aboard. Our son Jaryd, at four years old, was the youngest in the fleet. Along with the usual challenges presented by the weather and boats, those of us with children had to keep the kids happy and occupied during the passages. That wasn't always easy if the child was wide awake and one of us had just come off a long night watch.

Life was different for us parents in the anchorages and at the group gatherings also, as we always had to be concerned about our little ones. Never did this become more clear than when our little guy became 'lost' at the Turtle Bay beach party for a panic-stricken 15 minutes — until he was discovered halfway up the steep hills behind the beach. Although we parents with kids weren't as free to frolic as our child-free counterparts, we had the rewarding experience of seeing the sights through the wonder-filled eyes of our kids as well as our own.

Thanks to the Grand Poobah's foresight, we, parents with kids were fortunate enough to have our very own kids' activity coordinator — Shari of *See Life* — who had great activities for the kids to enjoy before, during and after the sailing. This naturally helped us parents with kids get to know one another and network — an important part of making the Ha-Ha such a success for families.

Thanks to Shari and the other parents, the kids were made to feel valued and important, and therefore the young ones were always able to be right in the middle of things with their parents and new friends. It also helped that the focus of the Ha-Ha wasn't on drinking and mindless antics, as people were primarily happy to swap sailing stories, play volleyball, eat great food, dance on the beach, swim and generally unwind from the passages.

Since it was a rally, there was naturally a healthy focus on sailing speed, which allowed the more competitive folks to enjoy that aspect. Nonetheless, the Poobah took care to make sure that those with slower boats or those who preferred to motor more weren't made to feel inferior. In fact, the Poobah reassured everyone that the purpose of the Ha-Ha was to have fun, so if anyone preferred to stay a little longer at any of the stops, it was just fine.

Before and during the Ha-Ha, everyone was reminded that they were responsible for their own safety and the success of their voyage. Nonetheless, members of the fleet enthusiastically helped out as much as they could when anybody had a problem. So by the end of the Ha-Ha, we all felt more like a family than just a mere fleet. We'd all made many new friends we hope to sail with and stay in touch with long after the Ha-Ha was over.

The Wanderer/Grand Poobah and crew of *Profligate* did an outstanding job of organizing the Ha-Ha, and, more importantly,

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47' "Sloop", 40' "Moorea", 35' "Velella", 45' "Angelique", 26' "The April Moon", 40' "Kairof", 47' "Nala Setia / II", 25' "Ski Boat", 63' "USA 61", 49' "Defever 49", 36' "Brittania", 37' "Vamonos / Dream", 30' "Corsair", 40' "Dream", 61' "Felicity", 43' "Dolphin Dance", 50' "Three Daughters", 37' "Juniata", 30' "Saling", 25' "No name", 33' "Tonta", 45' "Independent", 38' "Passion", 45' "Long for Sea", 33' "Extreme / shame", 24' "J24", 40' "Quintessence", 27' "The Darlen'B", 36' "Manhattan Trans", 29' "Ellen Vannin", 49' "Loran", 44' "Persistence", 34' "Czechmate", 28' "For Sail", 36' "Pik Nik", 43' "Galatid", 28' "Suspicious", 27' "Interim", 29' "Venture", 38' "Wild Duck", 27' "Orca / Dusk", 45' "Glory Bound", 35' "Cirrus", 42' "Fire Fly", 50' "Oaxaca", 37' "Mi Chele", 65' "Triton", 76' "NZ 14", 21' "Star Boat", 33' "Diminished Capo", 45' "Sally M", 38' "Bauable 4", 36' "Thistle", 33' "Arcturus", 35' "Tegwyn", 65' "Tug Petaluma", 27' "Pistachio", 35' "Alegria", 45' "No name", 42' "Coyote / Benete", 60' "Ozark Lady", 50' "Mary F", 41' "Westerly", 32' "Rosette", 40' "Cavalino / Fan", 33' "Ruf", 54' "Little Linda", 30' "Ruckus", 27' "Sally Dog", 39' "Glacier Bay / M", 45' "Happy Daze", 34' "Between The Sheets", 52' "Vitesse", 25' "Yamaha 25", 30' "Sea Star", 42' "Lady 5", 49' "Challenge", 27' "Ribald Classic", 30' "Current Asset", 30' "James Whittaker", 36' "Kundalini", 45' "Acabar", 32' "Landaver", 36' "Papagaya", 40' "Crazy Horse", 37' "Oregon Kid", 43' "Walk A Bout", 32' "Escargot", 30' "Amigo", 25' "Barb", 80' "Das Amigos", 112' "Ubiquitous", 45' "SEA RAY", 35' "Creole", 34' "Teddie-Lou", 57' "Roxanna", 35' "O Spray", 40' "Princess", 36' "Dutch", 30' "Lane Ranger", 35' "Nicole", 37' "Karma", 33' "Mo Ku Na Ni", 40' "Formerly Known", 63' "Steeves", 33' "Magnus", 39' "Daffodil", 32' "Sasha", 74' "Dan Pasquale", 30' "Roller Coaster", 37' "True North", 40' "Hot Rod", 25' "New Catalina", 27' "Songbird II", 36' "Lay Over", 42' "Pax", 55' "GG Bird", 23' "Moonstone", 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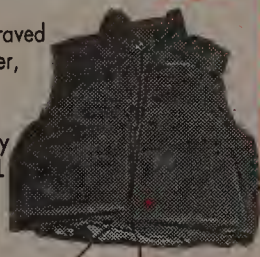
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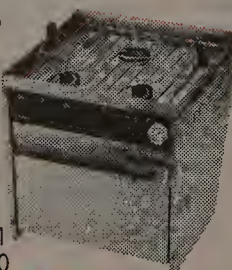
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LETTERS

of setting just the right tone from start to finish. Despite the Poobah's laid back style, we all know successful events like the Ha-Ha don't just happen, so we thank him for all his work. The Ha-Ha provided our family with a very enjoyable introduction to the cruising lifestyle.

Marilyn Middleton
Kinship, Cartwright 44
White Rock, B.C., Canada

Marilyn — Thanks for the kind words. To clarify the situation, the Poobah had nothing to do with the 'kids' activity director'. Shari created the job long before the start, followed through to the very end, and deserves all the credit. When the Ha-Ha was over, a little of the fleet money was used to buy Shari and her husband Monte a 'thank you' dinner in Cabo.

The Wanderer/Poobah is pretty confident that he understands the general kind of event most folks want. Nevertheless, the success or failure of each Ha-Ha depends on the group dynamic. That the seventh Ha-Ha was such a success is a credit to everyone who took part, for which the Poobah gives his sincere thanks.

STOCK UP BEFORE YOU GO HOME

I'm prone to seasickness, so I have followed the *Letters* comments about Sturgeon with some interest. After all, somebody might manage to shanghai me aboard something that floats.

I have been taking the drug Cinarizina (cinnizarine), which has been prescribed by our family doctor at Seguro Social here in La Paz as a vasodilator to help the circulation of blood in my lower legs. Because my appointments do not always coincide with the amount of the drug that I have left, I usually buy an extra month's supply at the local *farmacia*. Imagine, then, my surprise when I bought some more today and discovered I was actually getting 75 mg tablets of Sturgeon Forte! The box, strangely enough, was captioned in both Spanish and English — although the drug was made in Mexico for the Mexican and Central American markets. Fortunately for me, it has the desired pharmacological effect and none of the side-effects — although whether it would also cure my seasickness is not something I'm likely to find out soon. If someone buys the drug in Mexico (for about 159 pesos) they should easily be able to cut the tablets into quarters for a more correct dosage for *mal de mer*.

One normally doesn't need a prescription for ethical drugs in Mexico, and they are decidedly cheaper than in the States. So if you're in Mexico, you might stock up before you go home.

Ellis Glazier
On land in La Paz, Mexico

DOSAGES

The following is an extraction from a much larger document on a Sturgeon package insert: "Sturgeon 25mg tabs/Forte 75mg. Cinnarazine (vascular spasmolytic). Available Dosage forms: Sturgeon 25mg tabs, Sturgeon 75mg caps. Motion sickness: Adults: 25mg may be taken 2 hours before the start of the journey and 12.5 - 25mg may be repeated every 8 hours during the journey when necessary. Children 8 - 12 years: 12.5mg three times daily when necessary. Children 5 - 7 years: 6.25mg three times daily when necessary."

David Rice
Northern California

Readers — While other countries have approved Sturgeon for combating seasickness, the FDA has not. It's a strong drug, so nobody should take it without consulting their doctor regarding problems or possible complications when taking it in conjunction with other medicines.

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LETTERS

↑↓WHEELS TO MEXICO

Eleanor and I just finished a road trip from San Francisco to San Carlos, Mexico, and back. We'd left our Freya 39 *Solstice* at Marina Seca for the summer, and we needed to take some stuff down to her, then bring some stuff home from her. Since we no longer had a car, we needed to rent one. And since other *Latitude* readers might find themselves in similar situations, here's what we learned:

It is legal to take rental cars into Mexico — but not every rental car agency will allow it or knows what's required. Dollar Rent-A-Car was the only agency in San Francisco that we found knowledgeable on the subject and willing to let us take one of their cars into Mexico. We suspect that car rental agencies in border towns such as San Diego and Tucson are more likely to know the drill than those in Northern California.

Before entering Mexico, make sure you have your rental car contract, a copy of the vehicle registration, and Mexican liability insurance. Rental cars often don't have the registration inside, so make sure you check. Liability insurance can be purchased almost instantly from agents at border towns. We bought five day's worth through the Tucson Airport Dollar Rent-A-Car agency at \$25 — ouch! — per day. You can probably find a much better rate by shopping around.

When you cross the border, you get to choose whether or not to declare goods which are subject to duty that you might be carrying. We chose to declare the big 8-D batteries that we were bringing down to the boat, and because we have a 10 Year Temporary Import Permit for the boat, figured they would be exempted. Not so! Our customs agent denied the exemption because we had no proof — such as a letter from a Mexican Marina — that our old batteries had been disposed of. That cost us about \$90 in duty — another ouch!

You have to get a Temporary Import Permit for the vehicle if you travel more than 21 kilometers past the border. Since we were only going to San Carlos, we never left the state of Sonora and were therefore able to get a 'Sonora Only' permit — and were not required to leave a deposit. The permit was free, but we also had to get tourist cards at 170 pesos each — \$18.

All in all, the trip was great fun, a big adventure — and even made financial sense, considering the alternative ways of getting heavy or bulky objects like boat batteries and cushions in and out of Mexico. Furthermore, the drive through Sonora was one of the most scenic parts of the trip.

Jim and Eleanor Hancock
Solstice, Freya 39
San Carlos, Mexico

Jim & Eleanor — That's good information, thanks. But we also wonder how it was leaving your boat in Marina Seca — or elsewhere in Mexico — for the summer. How much did it cost, was it secure, did you have work done while you were gone, how easy was it to get back and forth to your boat, and at what point did it become too hot to stay and then cool enough to return? Inquiring cruising minds want to know.

↑↓TEN KNOT AVERAGE

I've had three emails from friends who say I need to tell you about our average speeds in the recently completed Caribbean 1500. Apparently, our letter to you regarding the possibility of averaging 10 knots from the Canary Islands to the Eastern Caribbean appeared in the November issue. If you remember, I wrote that it shouldn't be difficult for a Swan 651 to average 10 knots on that 2,700-mile course. Apparently, someone in your editorial staff — could it have been the Wanderer — disagreed with me. We're still here in the Caribbean, so I haven't seen a copy.

But for the record, Linda and I just doublehanded 1,500

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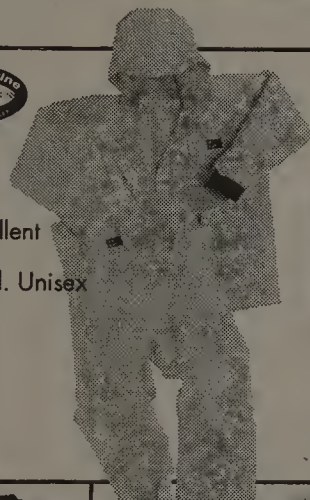
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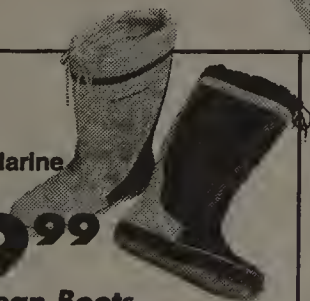
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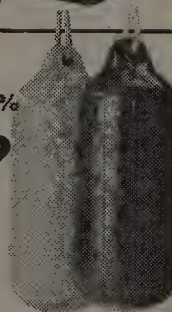
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LETTERS

miles from Hampton, Virginia, to the British Virgins. The conditions were benign and too deep an angle for our 84-foot *Beowulf's* ketch rig. However, we were able somehow to eke out a 324-mile day for the first 24 hours; broad reaching with two reachers — no spinnakers during the first day at sea — sailing at an average true wind angle of 135/140 degrees in 18 to 22 knots of wind. The situation deteriorated from there, with the wind staying northwest and lightening as we headed south, requiring us to jibe against the shifts as we don't run with the ketch rig. In any event, *Beowulf* finished in 5 days, 8 hours, and 35 minutes with 1,510 miles on the log. That's roughly a 280-mile per day average. It has been a lot of years since I took algebra in junior high, but I think this might be faster than a 10-knot average.

Steve Dashew
Beowulf
British Virgins / Tucson

Steve — With all due respect, if somebody tells us they shot a par 72 on a championship golf course, we assume they didn't skip the four hardest holes. If somebody says they did the 100 yard dash in 10 seconds, we assume they ran the full 100 yards — not just 80. And if somebody tells us they averaged 10 knots on a sailing passage, we assume they sailed the entire way — something the Caribbean 1500 results indicate that you didn't do. According to the published results, you motored nearly 24 hours — and if we remember correctly, your big boat motors at 15 knots. If that's the case, you motored nearly 20% of the time, and when you did, at about 140% of your normal sailing speed. Think what would have happened to your average speed if the wind had gone light and you'd have stuck it out sailing. You might have averaged five knots rather than 15 knots for those 345 miles, dropping your average speed to far below 10 knots.

How hard is it for even great race boats to average 10 knots under sail for a long distance such as across the Atlantic? Shortly after you finished the Caribbean 1500, Luc Coquelin and crew aboard Multicap Caribes set a new record in the Atlantic Rally for Cruisers (ARC) from the Canary Islands to St. Lucia. Their new record — which smashed the old one by eight hours — was 12 days and 18 hours. This was an average of just 8.8 knots, a far cry from the 10 knots you say shouldn't be difficult. Yet the victorious Coquelin said, "We had an excellent crossing, with only two days of light airs — but an Open 50 still sails well in light airs! There were no problems on the boat, my tactic being to push steadily all the time. Our maximum speed was in the region of 15 knots, our best 24-hour run was 275 nautical miles."

We think we understand the Deerfoot concept of a boat is one that sails well when the conditions are right and motors even better when they're not right. This may not appeal to sailing purists, but it's a legitimate concept. But we don't believe such a boat could average anywhere near 10 knots under sail all the way across the Atlantic — and the results from this year's ARC — see the next letter — support our belief.

↑↓CORRECTION PLEASE

I just read the November *Latitude* cover to cover. It was with sadness that I read about the loss of Kokopelli's mast and the resulting serious injury to one of her crew. We'd met the crew in the Islands just before they left. Will there be a follow-up story?

On another subject, you blew it in your reply to Steve Dashew on the controversy over whether a boat can average 10 knots for a long distance! You should have begged for a ride on one of his boats instead. I had the pleasure of sailing on a Deerfoot 65 many years ago, and his boats are really fast. My personal boat is a 65-ft ketch that weighs 50 tons, and therefore is very slow compared to Dashew's. It took us 12.5 days from San Diego to

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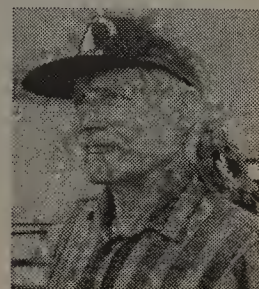
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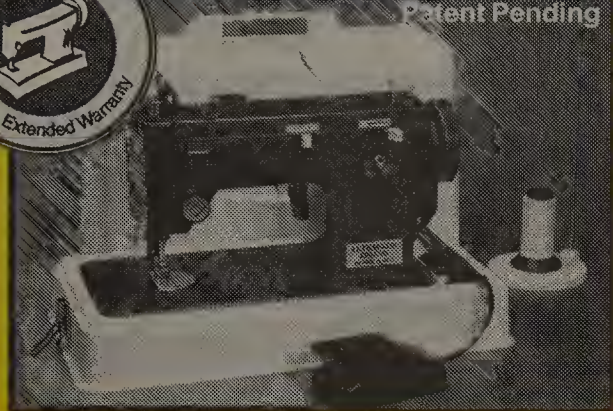
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LETTERS

Ko Olina, Oahu — but yes, we ran the engine, ate well, slept well, and arrived rested.

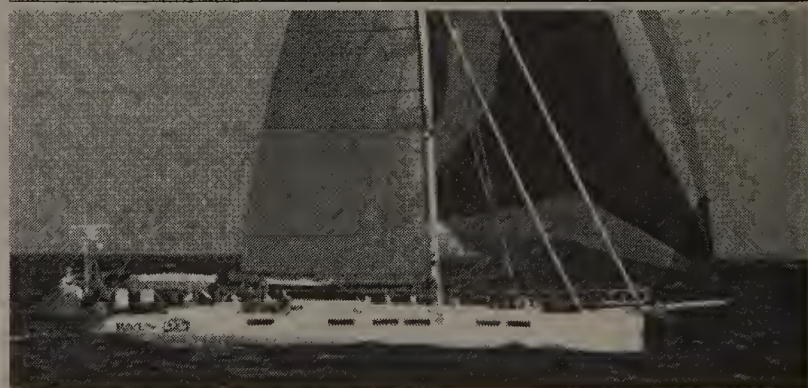
Do you know if Steve Dashew has a web page or email where we could contact him?

Stu Smith
Cyberspace

Stu — We're not interested in sensationalizing the Kokopelli incident, but if information comes out that would be of interest to our readers — such as the cause(s) of the dismasting, and the results of the litigation — we'll report it. A word of caution: It's very possible that the exact cause of the dismasting won't be known with any more certainty than the cause of the TWA 747 blowing up off the New England coast. In addition, it's a condition of many personal injury suits that the terms not be disclosed. If crewman Daniel Garr — who nearly died and was partially paralyzed as a result of the dismasting — wants to discuss it, we'll gladly share his thoughts. But we're not going to hound him for comments.

Although we have very different tastes in boats, Steve Dashew is a friend, and we talk and email all the time. He's invited us to sail aboard Beowulf — and better yet, to race against her with Profligate. Unfortunately, our schedules never permitted it, and now the boats are in different oceans. As for your contention that we "blew it" when we disagreed with Dashew about a boat being able to average 10 knots sailing across the Atlantic, we suggest you check the facts. If you can find any boat — besides a maxi catamaran or full-out racing machine — that's made it across the Atlantic averaging 10 knots, let us know. We don't believe any 'regular boats' have come close, because it's really hauling ass for a really long time.

As for Deerfoots — or any other boats — being "fast," that's far too general a term to be meaningful. Are we talking fast upwind, downwind or all around? Fully crewed or, shorthanded? In protected waters or on the open ocean? If you're suggesting that Deerfoots are particularly 'fast' when racing against similar-sized boats on typical race courses, we're not aware of any evidence that supports it. In the recently completed Atlantic Rally for Cruisers — which officials describe as perhaps the fastest ever — the only Deerfoot entered, a 65-footer, only averaged 7.7 knots — and that included motoring for a staggering 88 hours!



The lovely Deerfoot 65 'Raven' heading south in the '00 Ha-Ha.

Even so, it just barely managed to beat a Swan 56 that didn't motor at all. The Deerfoot corrected out last in her class of 16 boats, and 205th in a fleet of 215 boats. Nobody should read too much into this, of course, as obviously the folks on that particular Deerfoot weren't very enthusiastic or skilled sailors.

Nonetheless, back in '95 we raced our 25-year-old ketch Big O — which at 71 feet and 45 tons had dimensions similar to your boat — against two new Deerfoot 65s at Antigua Sailing Week. As we recall, we and just about everybody else in our class beat both of the Deerfoots on both elapsed and corrected

Kids make great anchors....

Children make great anchors to what really matters in life – the simple joys; the thrills of discovery, the sense of adventure. It is so easy for us adults to forget what's really important when we're caught up in the everyday struggle of urban life and modern careers.

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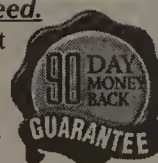
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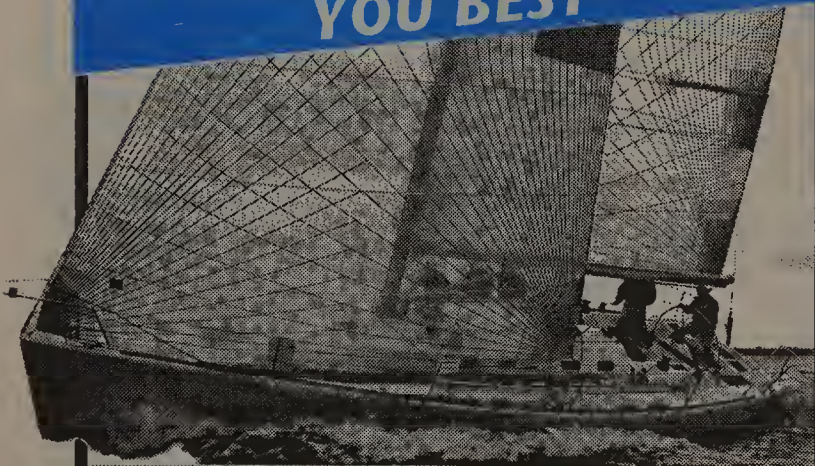
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LETTERS

time in all five races. Like a lot of narrow boats with small sail plans, the Deerfoots were particularly off the pace going to weather in a seaway. And once again we caution people not to read too much into this, as we think it's likely that both boats were sailed by folks who were more motorsailors than sailors. In any event, it's just another reason we hope that Steve and Linda go ahead with their plans to enter Beowulf in the cruising division of this year's Antigua Sailing Week. The five race event offers an excellent yardstick of any design concept, as the races are held in a variety of conditions against a diversity of competition. If Steve and Linda can kick ass in Antigua, we'll be duly impressed.

The Dashews do have a website, www.setsail.com, that's both well-organized and filled with excellent information.

↑↓A TAXING SITUATION

I did the '99 Ha-Ha with my Jeanneau Sun Fizz Utopia, and now I have a problem with the Los Angeles tax collector. My boat and I are still in Mexico — and we'll be here until next August when I have the boat hauled in San Carlos and trucked to Annapolis. The boat will never come back to California. Nonetheless, the L.A. tax collector sent me a personal property tax bill for the year 2000.

I explained to them that my boat hadn't been in the States, let alone in L.A. county, for all of 2000 — and even sent them my Mexican import form. They responded by telling me that I had to prove my boat had been in a marina. Having been in Mazatlan Marina for the entire summer, I sent them my receipts. Then they told me my boat had to have been in a marina for an entire year for them not to tax it.

And now I just received another tax bill indicating the assessment of late charges and penalties. If I pay the bill, I presume I will be forced to pay next year, too, as I still won't have been in a marina for a year. When I say I want to fight it, they tell me that a lawyer did and the judge ruled against him. Any suggestions?

By the way, the Baja Ha-Ha was one of the best possible ways to start cruising. And *Latitude* is the best publication in the business — I really mean that.

John Tindle
Mexico

John — Thanks for the nice words. We suggest that you keep fighting the tax collector for two good reasons. First, you have justice on your side. If your boat has permanently left Los Angeles County, you don't use any of their services, and they have no right to bill you. Furthermore, it's none of their business where your boat is now, or if it's in a marina or not. The fact that you proved it was in Mexico was just a courtesy on your part. Secondly, keep fighting because tax collectors have a lot of leeway in forgiving unjust assessments — even if they claim they don't. Keep calling, ask to speak to supervisors, demand to be quoted specific sections of the tax code that deals with property that has left the county, and otherwise make yourself a pain in the ass that won't go away. If it comes down to standing in front of a judge, fear not, you've got truth and justice on your side. That's not to say that you'll win, just that you should win. As a final suggestion, consider voting Libertarian in future elections. Sure, a society needs a government — but only the smallest and most efficient necessary to do the job.

Others who are thinking about sailing to Mexico or beyond and are concerned about possible personal property taxes should learn the tax assessor's policies where they keep their boat. They may opt to establish a presence in a friendlier county before leaving or register their boat in another state — like Oregon, where they don't clip you for property taxes that you don't owe.

Come Cruise With Us!

For the umpteenth thousandth time you drive across a bridge on a sunny day, gaze at the boats on the water and promise yourself this is the year you're going to get out on the water! But how? Rushing out to buy a boat seems a bit impetuous when you don't even know if you're going to like it. Lessons might be a good first step, but then what? A good club can get you off on the right foot. We humbly suggest you check out Club Nautique for the following reasons:

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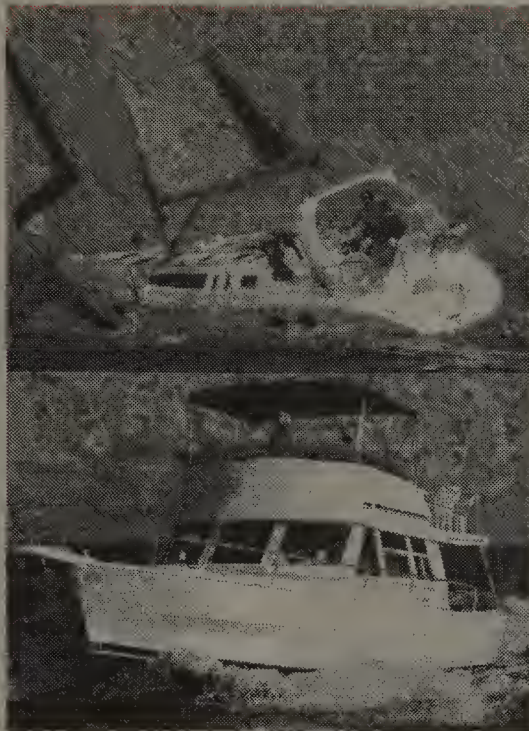
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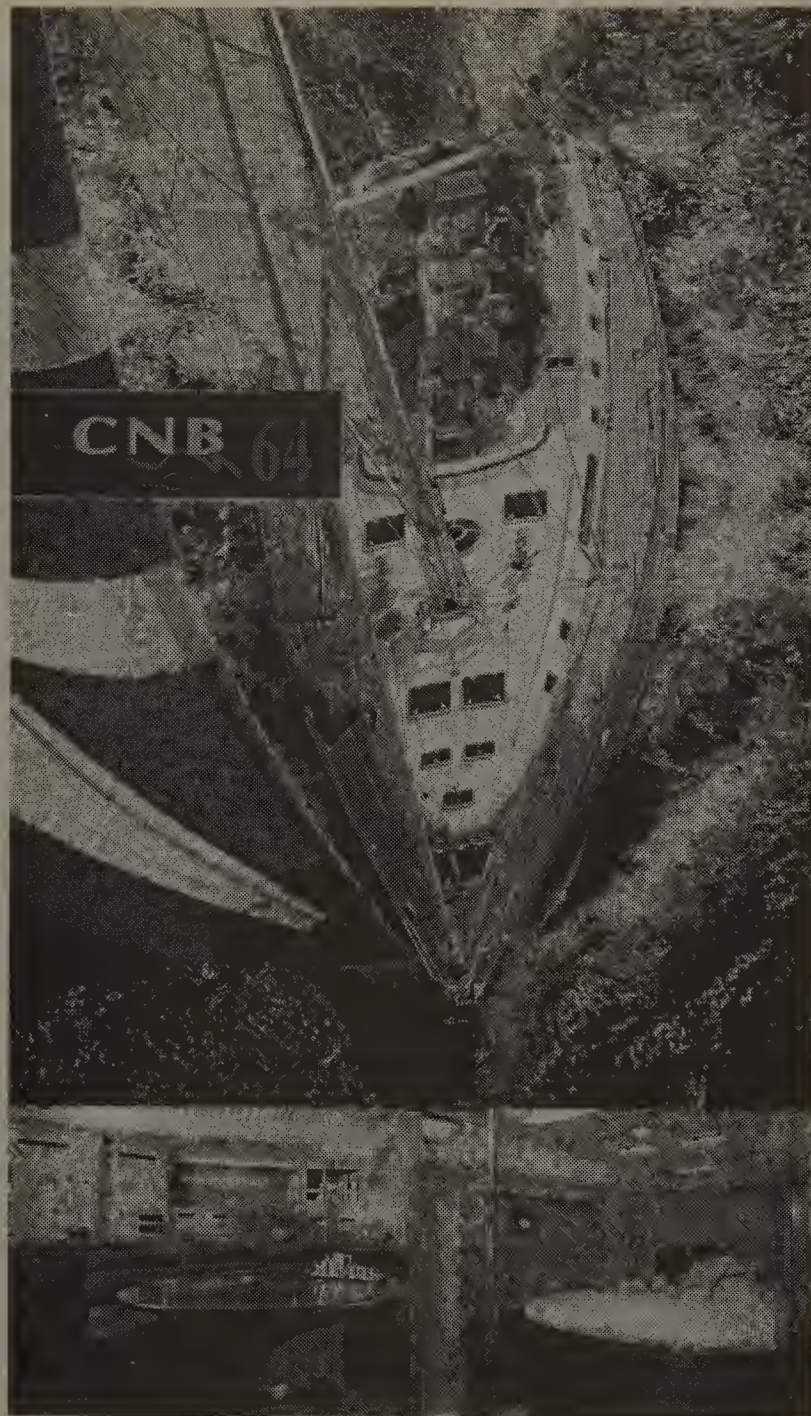
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HE RUNS THE PLACE LIKE A PRISON

Your knowledge of Ventura Harbor is — judging by your response to Jim McCorison's tale of woe — a bit out of date. It was a nice place until just recently, and for the most part may still be. But changes — not for the better — have occurred, and McCorison evidently was a victim of them.

First off, the Ventura Harbor Patrol is a group of cool guys — there are no better anywhere. They do enforce the 5 mph speed limit, however, so they weren't out of order in asking McCorison to slow to a 'no wake' speed. And if the speeding boat he mentioned was beyond the ends of the north and south groins — where the speed limit ends — that was all right, too — although the boat's speed and wake still could have been annoying.

As for McCorison's other problems, I can almost certainly assure you that he was not assigned to the commercial docks, but rather to Ventura West Harbor. I say this because they have a new power-tripping chief manager there, who treats people the way McCorison says he was treated. In other words, the guy runs the place like a prison.

For example, when it comes to wooden boats, he has declared that it's his intention to rid Ventura West of them. Some of the wooden boats that have been in the marina for a long time are being allowed to stay, but others have been evicted. As for the business about boats under 35 feet, that's the new edict on liveaboards. No reasonable manager would impose such a restriction on transients, because cruising boats come in all sizes.

Forget sleeping on your boat. Here's a direct quote from the new manager at Ventura West: "You're only renting water space, and have no right to the docks." I suppose that means everyone will have to swim or dinghy to their boats, and can't do anything that might be construed as living on a boat. You can park your boat in the slip and nothing more.

McCorison's friend, on the other hand, was, no doubt in Ventura Isle Marina, which is why he wasn't treated in a similar manner. So yes, Ventura is still a pretty good place, but contrary to what you wrote, it's no longer "away from the masses." It has gone the way of Santa Monica and Santa Barbara — choked with people and cars!

My wooden boat and I are recent refugees from what I consider to be the tyranny at Ventura West, so I can assure you of the validity of what I say. I was there 14 years, and during all those years never saw anything like what's happening there now. All the friends I left there are unhappy and desperate to escape, but there is literally nowhere for them to go. All the Southland marinas are full, and most of these people liveboard large boats with kids and pets, which aren't allowed anywhere else. So they are trapped in the unfortunate situation of having to kiss ass in order to be able to stay there. I don't, as my boat is small and I can go anywhere. But I deeply feel the frustration and humiliation my good friends feel. Boat people should not be treated like second-class citizens nor as criminals — as McCorison seems to have been.

So stop at Ventura if you must, but I advise you to avoid Ventura West. Better yet, sail six miles south and stop at Channel Islands Harbor, a really friendly and laid-back place. Marina managers at Channel Islands think boats are to be enjoyed, and they also grant boat people full membership in the human race.

Jim Troglin
Ventura

Jim — We don't know what's going on at Ventura West, but General Manager Bill Chase has another side of the story in the following letter.



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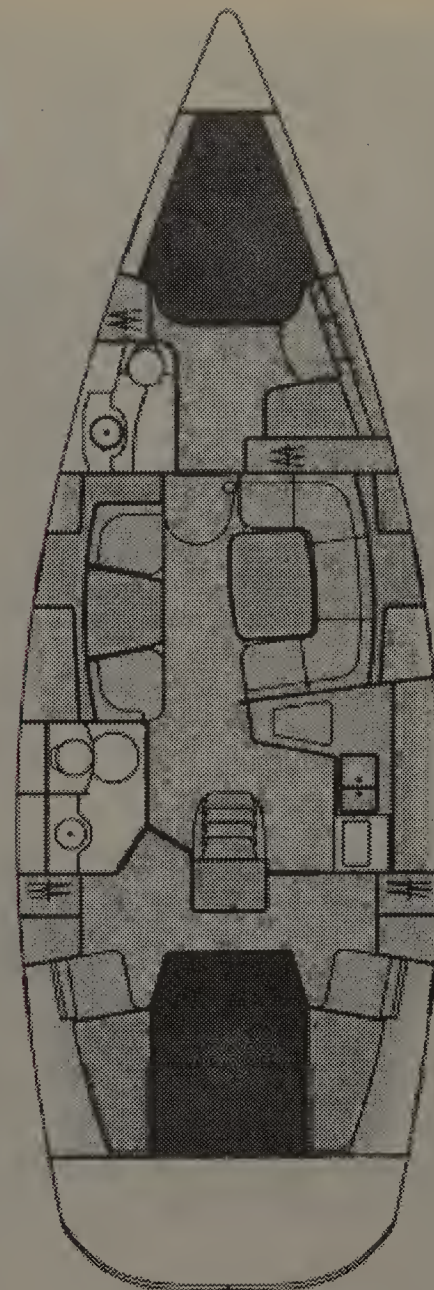
- They're as fast as conventional aft-cockpit designs.
- They have huge, bright, saloons.
- They have abundant stowage.
- They can have aft staterooms nearly as spacious as center-cockpit designs.
- They have very comfortable and well protected cockpits.

All these wonderful benefits are possible because the deck house is raised slightly (not as high as old fashioned pilothouse models). This obviously creates the space and light

in the saloon and allows for visibility out while seated. Because the saloon sole is also raised, there is room to place heavy items like tanks and batteries under it. This concentrates the weight low in the center of the boat, reducing pitching in a seaway (more performance) and healing angle (more performance). It also increases stowage 'cause tanks and batteries aren't in the lockers.

In the case of the Jeanneau 43DS, it also allows for a huge aft stateroom, rivaling similar size center cockpit yachts.

See what all the buzz is about first hand. The new Jeanneau 43DS will reign as Queen of the San Francisco Sports & Boat Show, January 12-21 at the Cow Palace.



SPECIFICATIONS

LOA	43' 4"
LOD	42' 1"
BEAM	13' 8"
DRAFT (deep keel)	6' 6"
DISPLACEMENT	20,503 LBS
STATEROOMS	2, 3, 4
DIESEL	53 GAL.
WATER	146 GAL.
INTRODUCTORY PRICE	\$239,900.

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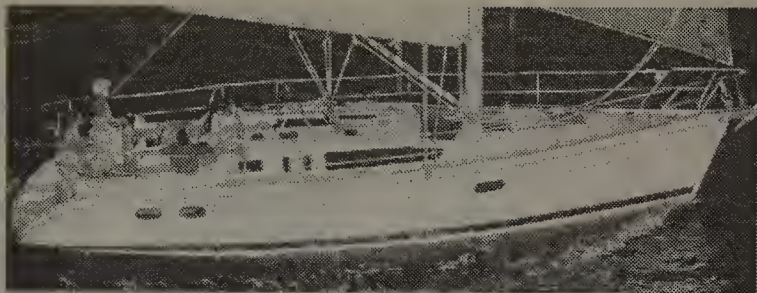
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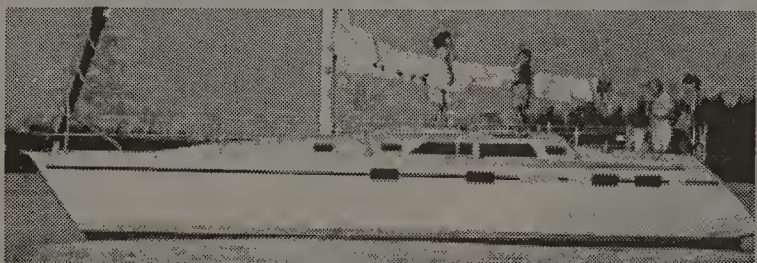
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LETTERS



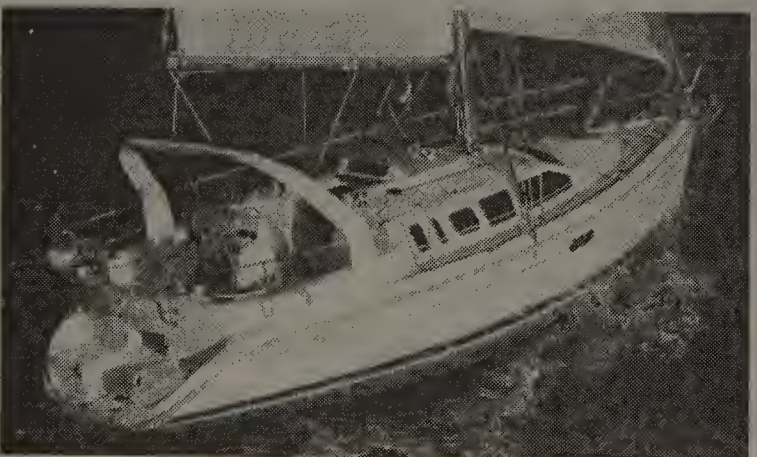
'97 Hunter 376 — 36hp Yanmar diesel, 2 staterooms, furling jib, cruising spinnaker, main, jib, storm jib, electric windlass, cockpit cushions, dodger, autopilot, radar, GPS/plotter, EPIRB, full instruments, 8 man raft, frig, microwave, bbq, plus a long list of standard equipment. \$127,500.



'94 Hunter 37.5 — Roller furling gear, main w/ Dutchman, 2nd main, 130%, 95%, storm jib, 34hp Yanmar, full instruments, radar, GPS/map, autopilot, 8-man raft (repacked 3/00), EPIRB, jacklines, MOM8, dodger, & more. \$99,950



'79 Pearson 40 — Strongly built performance cruiser, flush deck, traditional mahogany and ash, sea-going interior & Bristol condition. \$ 59,900.



'97 Hunter 310 — 2 staterooms, enclosed head, diesel, LPG stove w/ oven, 4 Lewmar ST winches, B&R rig w/ mast struts, roller furling jib etc. \$62,900

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↑↓CHANGES AND IMPROVEMENTS AT VENTURA WEST

It was with great dismay that I read the letter from Jim McCorison of Seattle about his experiences at Ventura Harbor. As the General Manager of Ventura West Marina, I want to assure McCorison and all your other readers that his reception and treatment were not the normal course of business for our harbor. His report of wood boats and pleasure craft being unwanted in Ventura is totally incorrect.

Ventura West Marina was designed to accommodate 50% liveaboards, and we have plenty of shore-based amenities to make living aboard here a most pleasant experience. Our new laundry, Cruisers' Lounge, library, TV lounge, walk-in freezer and exercise area are here to make Ventura Marina West life more enjoyable. We even have a large new deck and hot tub spa under construction!

If anyone wants to make arrangements for a slip, we can be reached day or night. Our office is open from 8-5 daily and our night security can be reached after 7 p.m. via VHF 16 or cell phone at (805) 216-4911. I can be contacted directly by calling my office at (805) 644-8266 or through the Ventura Harbor Patrol on VHF 16. We will do everything possible to accommodate late arrivals.

I've enclosed 10 signed business cards to distribute to anyone passing through our area. Each card will be honored for up to three days of free berthing here in our marina. We have made many recent changes and improvements to our marina, and we want to make sure that everyone feels welcome here in Ventura.

Bill Chase
General Manager, Ventura West Marina

Bill — Many years ago, we berthed our Freya 39 on G Dock at Ventura West. It was a great location and there was a wonderful sense of community. It sounds like you folks are making a lot of physical improvements, but we hope all the staff never forgets that there's nothing as important to visiting mariners as a warm welcome, and to berthers — particularly liveaboards — as a pleasant ambience. In the past, we've seen a lot of "it's a new regime" managers come in; sometimes they were needed to straighten up trashed out marinas, but other times they destroyed perfectly good marina environments.

The offer of a three free night's berthing for anyone who shows up with one of your signed business cards is a good one. We'll send them out to the first 10 people who send us a self-addressed stamped envelope, providing that they intend to use them within the next four or five months. Hopefully, we'll get some feedback from them.

↑↓MAKES US MISS THE HA-HA MORE THAN EVER

'Lectronic Latitude is great fun, and made us miss being on the Ha-Ha more than ever.

Michael Beattie
Miki G.
Santa Cruz

Michael — That was the idea. If anyone hasn't checked out 'Lectronic Latitude, visit www.latitude38.com and click on the flashing 'Lectronic box. We publish 5 to 10 minutes of sailing stuff everyday, usually with lots of color photos.

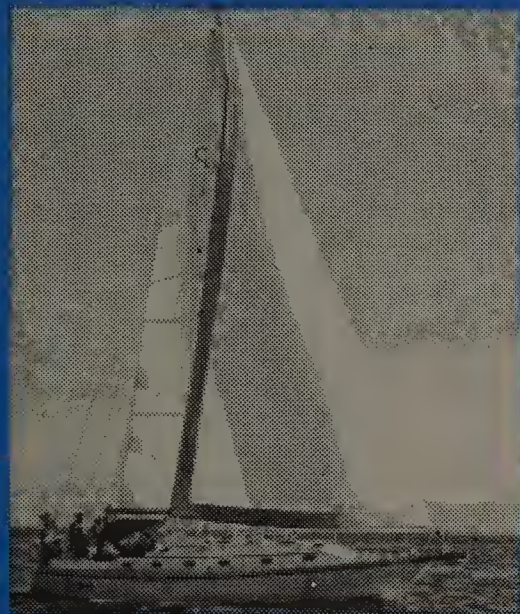
↑↓WE'RE FINALLY GOING TO DO IT

My wife and I loved all the reports on this year's Baja Ha-Ha that appeared on 'Lectronic Latitude. Well done. Is it too early to sign up for the 2001 Ha-Ha? We are finally going to do it.

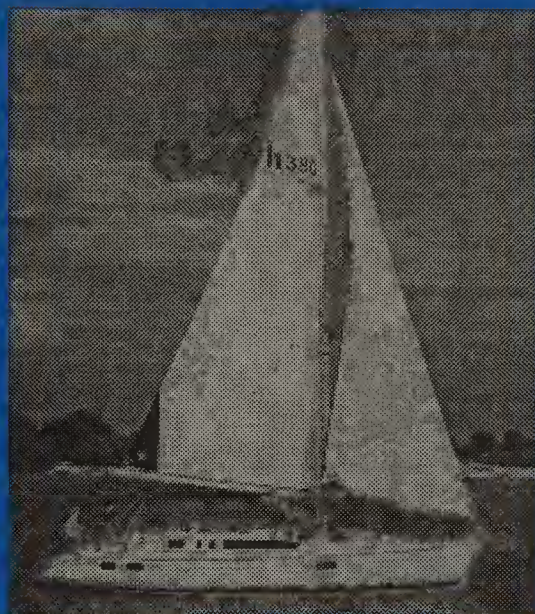
John and Susan Pazera
Compania, Tayana 42
San Francisco

WINTER CLEARANCE SALE!

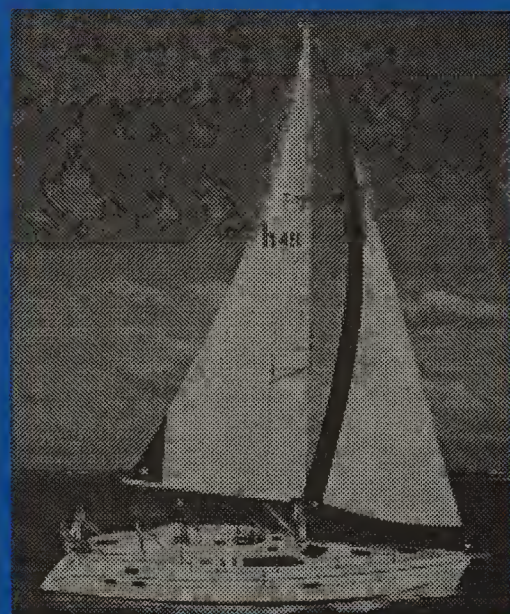
Great Buys On 1999 & 2000 Models



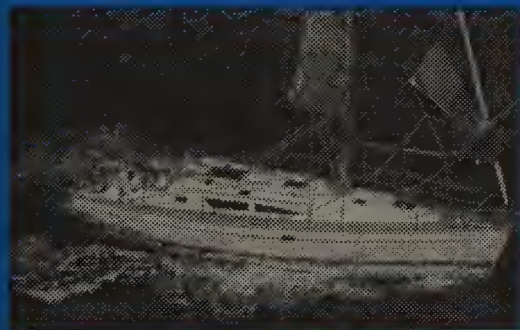
Caliber 40 Long Range Cruiser
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Save \$31,936



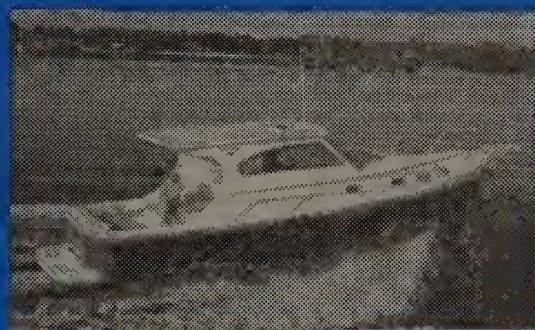
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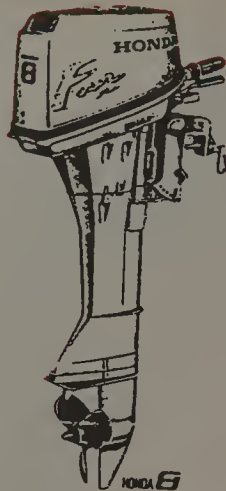


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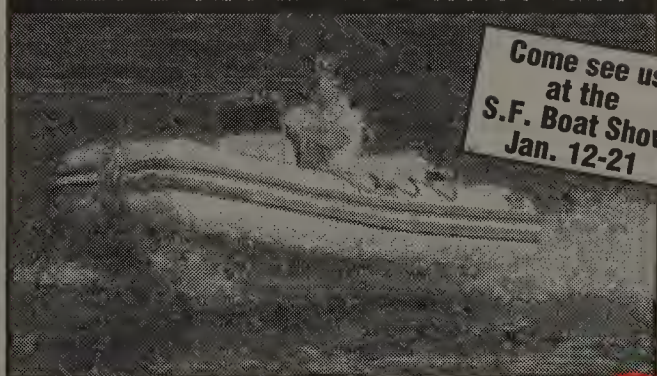
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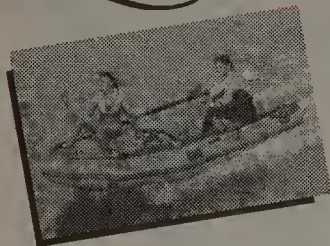
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LETTERS

John & Susan — We were 'beta testing' the sending of photographs via Globalstar satellite systems, so our 'Lectronic Latitude coverage wasn't as polished as we'd hoped, but we're glad you liked it. As for the Ha-Ha, it's run by the Ha-Ha, Inc. folks, and they go into hibernation until May 1. Your check for an entry pack is being returned.

LIKE A COLD BUCKET OF WATER IN THE FACE

What a wonderful vacation Sharon and I had doing the Ha-Ha! We both want to thank you again. Every time we saw the Wanderer/Poobah and Banjo Andy, you were working — and we're sure there was much work behind the scenes. We plan on doing the Ha-Ha again in 2002 — then just keep going.

We arrived back in Oakland at 0200 on Monday morning, then got up three hours later to get dressed for work. What a shock it was transitioning from the warmth, beaches and beers of Cabo to the 37° of Oakland and the problems and complaints at work. It was like a cold bucket of water in the face. Oh well, that's what pays for our fun times!

Muchas gracias for the experience of a lifetime, we can't thank you enough!

John W. Warren
 Warren Peace
 Oakland

John & Sharon — It was our pleasure. If the Ha-Ha fleets were made up of unpleasant whiners, it would be an impossible job, but once again everyone was great, making our job as easy as possible. We look forward to Ha-Ha-ing with you again in '02 — and who knows, maybe you'll even re-catch the mahi mahi you tossed back by mistake!

SURVIVED THREE SNEAKERS IN 30 YEARS

Tomales Bay is one of the last unspoiled Bay Area cruising destinations. The sightseeing, birdwatching, sailing, windsurfing, kayaking, crabbing, fishing, camping and hiking opportunities are truly fabulous. While recently downgraded, the water quality in the Tomales Bay is still almost pristine. I can't list another destination in the immediate San Francisco Bay Area that offers such beauty and unspoiled natural surroundings. In fact, a fall weekend anchored next to the Golden Gate National Wildlife Refuge in Tomales is my favorite activity.

The flip side of the Tomales Bay report is that the entrance to the bay is very dangerous, the weather is always challenging, and the bay itself requires attention to shoal areas and good anchoring techniques. The entrance to the bay faces the prevailing northwesterly winds and Pacific swells, and there's a shallow sandbar through a very narrow channel. On any given day, the weather in Tomales Bay can rapidly change from foggy and calm, to sunny and gorgeous, to windy and cold, to 25 knots of wind with four-foot wind chop. The evenings often bring thick, pea-soup-like fog, during which time it's not a good idea to navigate.

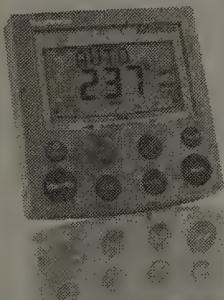
The real subject of my letter, however, are the 'sneaker waves' at the entrance to the bay. The narrow channel and mouth of Tomales Bay cause terrific tidal currents that, when several of Mother Nature's other conditions align improperly, can lead to sneaker waves. Those other conditions are: 1) Rapid outgoing tide; 2) Large ocean swells from the northwest; and 3) Strong prevailing winds from the northwest. Naturally, these conditions exist most commonly during the winter and spring months, but commercial fishermen and recreational mariners get caught by sneaker waves at Tomales every month of the year. I have survived three sneaker waves in 30 years of boating on the bay, and offer the following advice:

- 1) Don't consider crossing the Tomales Bay bar in strong

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SAN DIEGO
Thurs 1/11/2001

ORANGE COUNTY
Fri 1/12/2001

VENTURA
Sat 1/13/2001



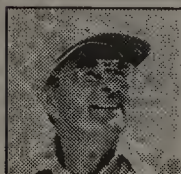
And Oh!...The Places You Cruise - L.W. Lawson

L.W. Lawson and her husband Carl have chased adventure in Mexico, crossing the Atlantic and through the canals of Europe leading to a virtual cruise of intrigue in their newly published sailing mystery novel, "The Green Flossh."

SAN DIEGO
Thurs 1/18/2001

ORANGE COUNTY
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VENTURA
Sat 1/20/2001



Adventure on the Sea of Cortez

Gerry Cunningham

Gerry Cunningham has been publishing cruising charts of the Sea of Cortez since 1970. For timely information on the latest Mexican boating concerns, Gerry's lecture will be like a college for cruisers.

SAN DIEGO
Thurs 1/25/2001

ORANGE COUNTY
Fri 1/26/2001

VENTURA
Sat 1/27/2001



An Artist's Creative Look at Sailing

Scott Kennedy

Scott Kennedy's paintings, drawings, and illustrations of sailing life are familiar to anyone who reads nautical boating publications. Scott has taken his artist career aboard tall ships and across the Atlantic and into the Baltic Sea for blue water adventures.

SAN DIEGO
Thurs 2/1/2001

ORANGE COUNTY
Fri 2/2/2001

VENTURA
Sat 2/3/2001

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www.seatadvisor.com

LETTERS

northwesterly winds and seas during an outgoing tide. On two occasions when there were such conditions, I waited for 20 minutes to make sure there wouldn't be a problem, then cautiously sailed down the channel. Both times I saw four to six foot swells turn into 20 to 25 foot steep breaking waves 440 yards across! The wave stretched all the way from the outer entrance buoy to Tomales Point.

2) Even though small boats safely enter and leave Tomales Bay on calm days at slack tide, you still need to be careful. The entrance to the bay is 'big boat water'.

3) Be especially cautious in the fog. While the monsters are called sneaker waves, they don't really sneak up on you if you can see 8- to 12-foot breakers rolling down the Tomales Channel. But if it's so foggy that you can't see what's happening ahead in the surf line and out to Tomales Point, don't go there!!!

4) Beware of unseasonable storms in the Gulf of Alaska that cause huge ground swells. I made my worst mistake at Tomales during the month of August when the entrance is usually fairly benign. Despite the fact that it was a beautiful, calm day in August, big swells arrived and closed the entrance.

5) Buy a chart and learn where you can safely navigate inside Tomales Bay. There are marked channels and large areas of sandbars and mud. Also be sure you can anchor your boat safely in a good blow.

I hope nobody ever sees a sneaker wave at Tomales Bay, but trust me, they do exist.

Dennis Clifton

Shamaness, 36-ft Chung Hwa Ketch
Ha-Ha '96 — refitting in Novato

COAST GUARD STATION BODEGA BAY

I'm writing in response to Dennis Hoey's letter in the October issue.

Tomales Bay has always had a less than desirable entrance, and I have personally seen depths of three feet at low tide over the bar. When the bar is breaking, the average size wave is about 3 to 5 feet, and 5 to 8 feet when there is heavier weather. Waves also have a tendency to wrap around Tomales Point and cause breaking surf in an area roughly 400 yards off Tomales Point and about 600-800 yards southeast of the #2 buoy. The approach buoy for Tomales is marked with the letters 'TB', but is unlighted. This should not be confused with the Bodega Bay approach buoy, which has the letters 'BA' and is lighted with a flashing white morse alpha light. If you have to enter one of the two bays at night, Bodega would be the better choice.

If anyone has questions regarding this or other areas around Bodega Bay and Tomales Bay, please call the Coast Guard station at Bodega Bay.

BM1 Tom Albert
Executive Petty Officer
USCG Station Bodega Bay
707-875-3596

BM1 Tom — Thanks for making the effort to let our readers know they can call you for information at any time. This is the Coast Guard we recreational mariners all knew and loved in the old days, and the one that seems to have come back in force. We love you guys!

MONOHULLS AND MULTIHULLS

I know the debate over monohulls versus multihulls has been hashed over a million times and I just ignored it. But now I'm tied in knots because I'm ready to buy a boat and don't know what to get. Can you recommend a book or some old articles, or would you be willing to share an opinion of your own?

John Bunnell
Seattle

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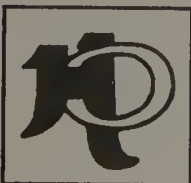
HAPPY NEW YEAR!

HOGIN SAILS IN MEXICO?

Not quite yet but Bob and Emily will be in Barra de Navidad for the month of February for consultations, measuring, cervesa and orders.

Contact via local VHF Cruisers' Net

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LETTERS

John — There have been lots of articles written on the differences between monohulls and multihulls, but most of them were penned years ago when there was a lot of unbridled hostility between advocates of the different types of boats. Most of that's gone now, thanks in part to the large number of monohull sailors who have chartered cats on tropical vacations and have enjoyed the experience.

The most popular features of catamarans are that they are extremely roomy and don't heel. Some cats are significantly faster than comparable sized monohulls, but others — particularly heavy ones with fat hulls and fixed keels — can be disappointing performers. Two of the problems with cats are that there aren't enough of them around for any kind of decent racing, and that it's hard to find a place to berth them. But by far the largest drawback of cats is the cost. It's difficult to find even a good used one suitable for open ocean crossings for less than \$150,000, and most cost two or three times that.

One of the big advantages of wanting to buy a monohull is that tens of thousands of very fine ones have been built, so you



The Fidji 39 is one of the least expensive cats that can be bought from a charter fleet.

can find one capable of circumnavigating for less than \$25,000. You may not get the fastest, most spacious and comfortable boat for that price, but you can get one that will do the job.

And if you've got the \$200,000 to

\$500,000 to spend on a boat, you've got the budget for some pretty spectacular new and used monohulls. It's also much easier to find a slip for a monohull, and there's infinitely greater opportunities for meaningful racing. You can truck a monohull from Mexico to British Colombia, or from San Francisco to Florida — which you can't do with anything but the smallest catamarans. Finally, the average monohull looks a million times more 'yachty' than does a multihull — although tastes are slowly changing.

Here's what we'd suggest: If \$200,000 is out of your price range, limit your prospects to monohulls. If you're willing to spend over \$200,000, work a deal with one of the charter companies in the Caribbean to sail a cat for half a week and a monohull for half a week — then decide for yourself which you liked best.

LOCKS, CATS AND POLITICIANS

We live in Bel Marin Keys, and if anybody wants to see real locks and check out how the water works, they can contact me at the email below and we can do a 'Science 101' experiment.

I really liked your remarks on the price of production catamarans versus custom catamarans. Madeline and I really like the cat experience ever since our first time aboard Stan's charter cat *Apparition* in Sausalito several years ago. Currently we're eyeing a Lagoon 38 or 41, but it's a lot of money for the length. Our goal is coastal cruising, so we'd prefer a little longer waterline. So here's our \$64,000 question: To whom or where should we go to have a cat built? Would the people that built *Profligate* consider a more modest sized boat — 40 to 50 feet? If they wouldn't, who would? And how would we know they could do the job properly, that the specs would be right, and that the sail plan was the proper size?

P.S. It's too bad that *Latitude* doesn't reach more people, because if it did maybe we'd get someone like Harry Browne

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LETTERS

elected President rather than the Frick or Frack Republicrats.

Don Swartz
dse-d2@pacbell.net
Bel Marin Keys

Don — Thanks for the invite on lock inspection. By the way, we continue to get lots of mail regarding how much water it takes boats and ships to get through the Panama Canal — many of them nitpicking or getting way away from the original question. So we're terminating that subject for awhile.

We're frequently asked what kind of smaller cat we might buy and/or where we might have one built. Unfortunately, we're a little short on answers. The current production cats are fine boats for a lot of sailors and purposes, but we haven't really found one that would be suited to our personal needs. As we've mentioned before, the problem is that our priorities are maximum hull length and minimum weight for performance, maximum bridgedeck to prevent pounding, and extreme simplicity. The charter and general boating market, on the other hand, seem to demand that these qualities be sacrificed for a maximum number of berths and heads, relatively sumptuous interiors, and complex systems — which result in more weight and less performance. Mind you, there's absolutely nothing wrong with any of these boats, they're just on the other end of the spectrum from what we prefer.

Who and where to have a cat built is beyond us. New Zealand, South Africa, St. Kitts and Trinidad are all possibilities, but only if you can move to the other side of the world for the better part of a year to supervise construction. There are builders who can do custom cats on the west coast, of course, but we haven't talked to any owners — ourselves included — who've been thrilled with their experiences. And there have been some real nightmares. Of course, there are a number of good yards that haven't had a chance to build a cat yet.

Having sailed on Profligate for over three years now, we've got a definite idea of what a 46-50 foot mini-Profligate would be like. If enough people were interested, we might ask Jim Antrim or somebody to draw it up for publication in the magazine.

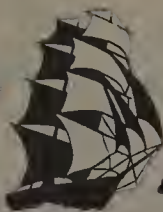
↑↓CONCEPTION IN A CALM

It's been calm and foggy since we passed Piedros Blancos on the California coast north of Morro Bay. The motor has been on for two days, and we're navigating between Point Arguello and oil rig Irene. All we've seen since we fueled up at Morro Bay has been the bowsprit. The GPS and radar mark our progress. It's nerve-wracking enough at six knots, how do airline pilots land in the fog at 200 knots? A supply boat crosses our bow on the way out to Irene. It's so foggy that the only way we can 'see' Arguello and Irene is with the radar.

Suddenly, Piley, our autopilot quits working. Virginia, my wife, takes the helm but can't hold course. She thinks something is wrong. I take the helm for awhile and it's fine, she's just out of practice. She soon gets the hang of it again while I confirm that Piley the pilot has lost a gear. Oh well, we've steered by hand before.

As we approach the corner of the coast, we finally see the Arguello light beaming through the fog. Once we're around the corner, the sky clears to reveal brilliant stars! And up in the distance, oil rigs light the sky like mini-cities. Later on, a large orange glow appears over the silhouette of the hills — it's the rising moon shining across the flat ocean, sort of like the golden river at the start of the Sydney Olympics.

About midnight, we approach the second corner along the coast, at Point Conception. We've rounded this notoriously rough point twice in boisterous conditions, and now we have just what Virginia always wanted, a flat calm. Amazing! Once we round



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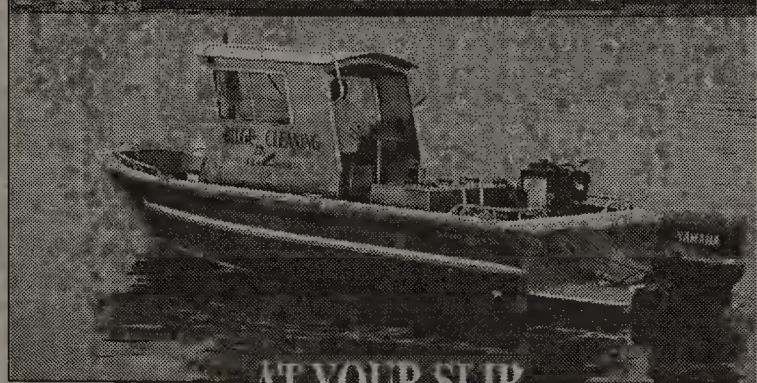
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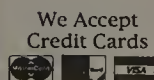


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LETTERS

and begin to head east, we'll definitely be in Southern California. I'm exhausted and lay down for a nap, but Virginia soon wakes me again. It's foggy again, and she can't see the light-house. I flip on the radar again and Conception is right where it's supposed to be. We double check our position with the GPS. Yeah, we're where we're supposed to be.

A short time later, we turn the corner to drop the hook in that wonderfully remote and unknown — to all but surfers, fishermen and supply ships — anchorage of Cojo. It had cleared up again, but just as we drop the anchor near the culvert, the fog engulfs us again. Who turned off the lights? Anyone heard of such a thing?

Update: We just finished a fantastic 1,600-mile passage from San Francisco to La Paz.

Robert and Virginia Gleser
Harmony, Islander Freeport 41
Alameda

Robert and Virginia — Point Conception is the dramatic dividing line between Northern and Southern California — and between two very different climatic zones. Just as it's common for the wind speed to be dramatically different on the two sides of Conception, so is it common for there to be fog to the north and clear skies to the southeast. Nothing unusual in that — or in it being foggy all along the coast.

We were interested to note your reliance on radar and GPS. When we started sailing, we made several trips around a socked-in Conception relying on dead reckoning and our always-dubious radio direction finder. Sometimes it was very, very spooky. Reliable radar and GPS — these are two devices that have made sailing so much more fun and less frightening.

IMPORT TAX

I'm looking to buy a boat in the Med next month. If I do, I will be loading it on a ship and sending it to Mexico. The ship will make an interim stop in Florida, at which point the boat will be temporarily — two weeks — off-loaded before being reloaded for the trip to Mexico. If the boat is off-loaded in Florida then reloaded for the trip to the Pacific side of Mexico, does this off-loading interfere with the boat being exempt from California sales/use tax because it was out of the state for 90 days? The boat will end up in the Bay Area approximately 130 days after the transfer of title in the Med.

I realize you are not tax authorities, but can you direct me to a good source of information?

John Mastory
San Francisco

John — The people you need to consult with — and, believe it or not, they are very helpful — are the marine division of the California State Board of Equalization in Sacramento. One of the things they will surely tell you is that a boat has to be actively used outside of the state for 90 days for it to be exempt from sales/use tax. Being delivered on a ship is not going to count as active use. So you may want to cruise that boat in the Med or Mexico for a total of 90 days before bringing it to California. You might also call an international boat broker in Florida to ask them if Florida officials will be on hand to meet the ship and say, "Howdy duty."

THE BREAKDOWN WAS A BLESSING IN DISGUISE

Our arrival at Baja's Santa Maria Bay came three days after the Ha-Ha fleet had set sail for Cabo San Lucas. Up until that point, we'd been part of the fleet. But a broken alternator in Turtle Bay forced us to reexamine our plans and unofficially drop out. As fate would have it, the breakdown came as a bless-

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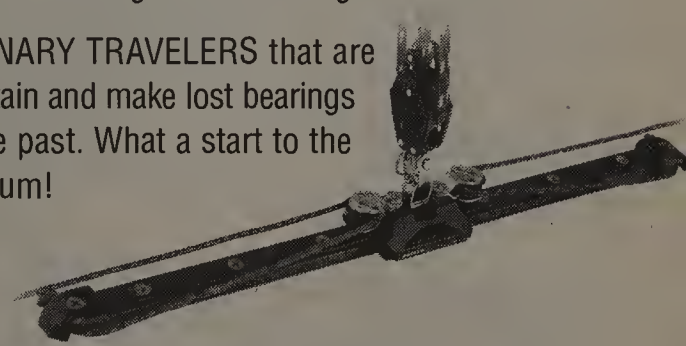
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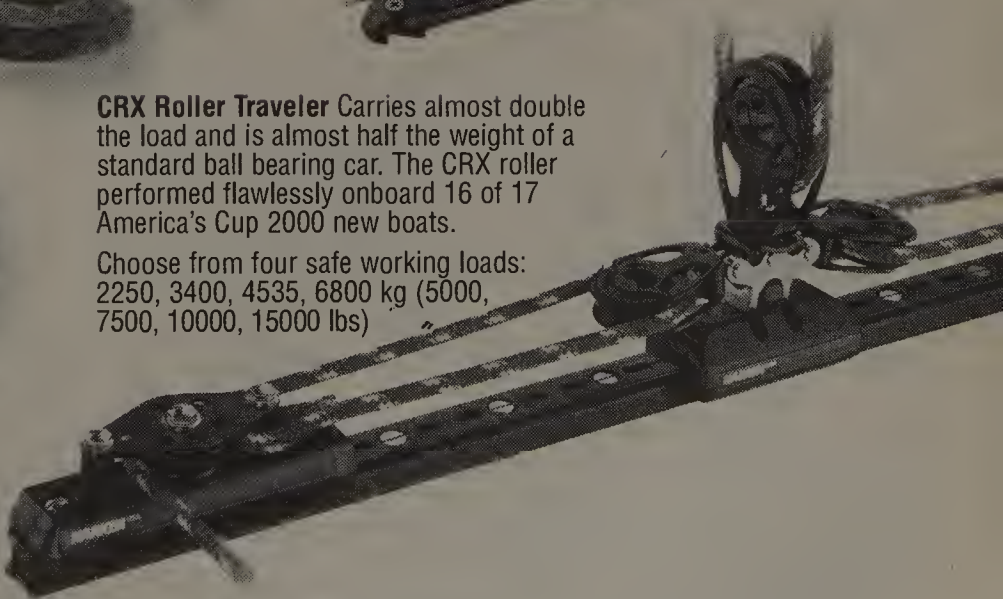
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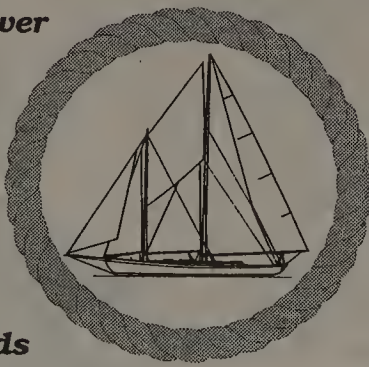
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- 2) De-energize electrical systems in affected space.
- 3) Shut off fuel supply and ventilation.
- 4) Maneuver vessel to minimize the effect of wind on the fire.

LETTERS

ing in disguise, as the pace had started to take its toll on our enjoyment of the event. Besides, the high winds on the second leg meant that the fleet had gotten pretty beat up.

We'd entered the Ha-Ha for that long list of reasons so many first-time cruisers cite, including safety in numbers, the itinerary and so forth. But after the first leg we realized that while you may see masthead lights in the distance at night, you're ultimately alone. Left to your own devices, you're initially afraid, but ultimately you stick it out to experience success.

Last night I turned 30, and we sat in the salon of our boat and celebrated with a couple of other Ha-Ha ex-pats. We gossiped about all the different boats we owned, who did what at the parties, and wondered how the Wanderer/Grand Poobah could do this year after year. Although we dropped out of the Ha-Ha, we know that it was one of the reasons we and the others have made it this far. So while we don't know how the Poobah does it, we want to commend him, as each year he sets a group of young birds free to make their way on the big blue.

Steve and Gabby McCrosky
Karibu

Newport Beach

Steve and Gabby — How can the Wanderer/Poobah do the Ha-Ha every year? A better question would be how could we not do it? For when it comes to life's pleasures, number one is hugging and loving our two kids, and number two is surfing down waves at 15 knots while wearing shorts in the moonlight — as we were able to do for much of leg two. Screw big houses, fancy cars, cool clothes and snazzy furniture, just give us a little love and some surfing on a warm ocean, and we'll be content. Sure, there's a lot of work and worry that goes into organizing and running the Ha-Ha, but it's not like having to tell people they need a root canal or have cancer. Besides, we get an enormous reward in seeing folks really enjoying themselves and feeling a sense of accomplishment.

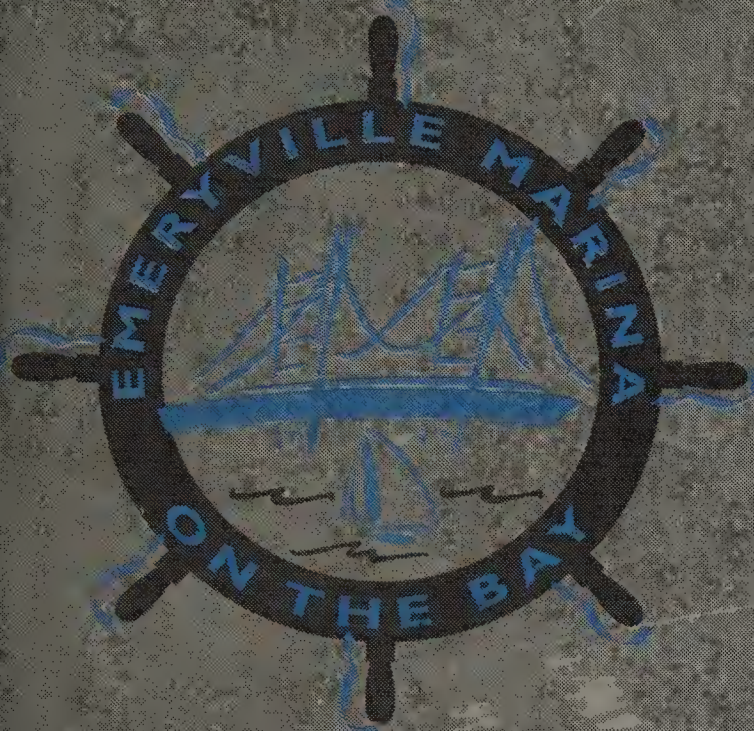
As for the Ha-Ha itself, we're glad that it works for different people in different ways. Everyone should partake of as much as they want and skip the rest. As for those who'd rather sail to Mexico on their own, good on you, because that makes a lot of sense, too.

↑↓ TO SEE THINGS I'D NEVER SEEN BEFORE

When my husband Harley encouraged me to accept an offer from Bob and Bonnie Fraik for us to do the Ha-Ha with them aboard their Santa Cruz 52 *Impulse*, he began by saying that I'd get to see things I'd never seen before. Unfortunately, I'd heard that line before — just before my worst date as a teenager. Harley, who has lots of racing experience, kept going on about how this would be the ride of a lifetime with great friends aboard a lightning fast 'cruiser'. I'd never done an overnight passage before and don't like speed, so the idea of spending a number of nights at sea at a lightning-fast pace only brought on fear. Then even my mother encouraged me to go. Whatever happened to the maternal worry for one's youngest daughter?

Nonetheless, before the Ha-Ha was even an hour old I was having the time of my life! I thoroughly enjoyed the overnight passages, looking at the sea life, and anchoring out at Turtle Bay and Bahia Santa Maria. Thank you, Grand Poobah and *Latitude* for creating such a great event! I can't think of a better format to help cruisers get their feet wet as they head south, as the Ha-Ha was well-organized for fun and safety, and only loosely organized as a race. I enjoyed every moment from removing the squid 'road kill' from the deck, to listening to the talkative *Sipapu* — who we dubbed *Sea Poo Poo*. It was educational, too, as we all learned that you can't eat fresh yellow fin *sashimi*, as the spasmodic flesh is a bit too gross, even if you try to hide it with

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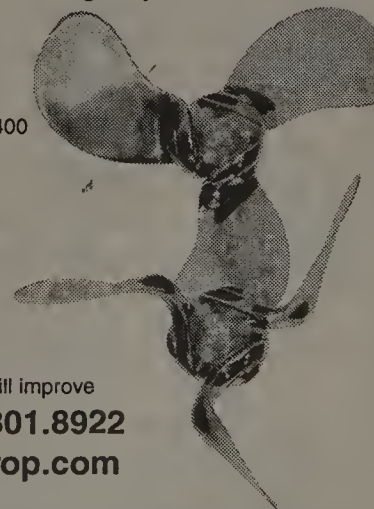
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LETTERS

plenty of soy sauce. I'm also glad that the pod of 20 gray whales that we sailed into didn't think to fool with *Impulse's* rudder to check her sexual orientation. The Bahia Santa Maria beach party was the best — great food and dancing under strobe lights in the middle of nowhere!

But the primary reason we had such a great time was that the Fraiks were such terrific people to sail with. It also helped that we all participated as a team. The first day we got together to discuss safety gear, watches, privacy, do's and don'ts, alcohol consumption, personal hygiene, food preferences and so forth. We all knew these little things had to be gone over to prevent little problems from potentially turning into conflicts and irritation. Thanks Bob and Bonnie, for memories that I'll cherish forever — and for taking me on a trip that allowed me to see good things I'd never seen before.

My husband took some great photographs, which everyone can view at www.richmondyc.org.

Anna Daddazio Gee

Crew on *Impulse*, Santa Cruz 52

Anna — Thanks for the kind words. This year's Ha-Ha was a hoot. We know the Fraiks had a good time, too, as they said they hope to do it again next year — and hope to talk a lot of the other Santa Cruz 50s and 52s into doing it also. As for your husband Harley's photographs, they do a great job of capturing the mood and spirit of the event. Everyone who did the Ha-Ha or is thinking about doing it should check them out.

↑↓A WORTHY CAUSE

I'm one of the volunteers that works on water safety issues over at the Maritime Park in San Francisco, and we have nursed our two small boats for much longer than it makes sense. We now need help from the outside, because we've been unable to get the money needed for the boats and to keep all our programs going. Can you run the following request?

San Francisco Maritime National Historic Park's small craft department is seeking the donation of one or two rigid hull inflatables (RIB, RHI), Boston Whalers or similar boats in good condition. The Maritime Park is in serious need of a couple of 18-28 foot speed boats that can be used for water safety, rescue and light towing. We currently have a pair of 1970-era Navy surplus Boston Whalers, both of which have soaked cores and have been patched one time too often. One of these has a good engine that is too heavy for the boat, the other has a less reliable engine.

These boats are used as safety vessels during our on-the-water maritime events, and they regularly operate in 3+ foot swells and 30 knot winds. Our typical yearly gunkholing event has 65 people in 22 traditionally-built small craft, which they row and sail for six days. The safety boats accompany and support this important trip as well as other events. We don't need pretty boats and can put some work into them if we get enough materials to produce reliable workboats. Boat donations will be fully tax deductible and will support safety on the Bay. Please contact Bill Doll, Curator of Small Craft at (415) 556-7013. We need your help to be able to succeed with our on-the-water programs.

Richard Pekelney
San Francisco

↑↓WESTSAIL 32

Help me out, as I'm having a problem. This is my fifth letter to you on the subject, as I've thrown the first four of them away. But do Max Ebb and Lee Helm banter aloud to impart knowledge — or to just irritate people? It seems I've been here before, but I need to comment on some of their comments. I'm refer-

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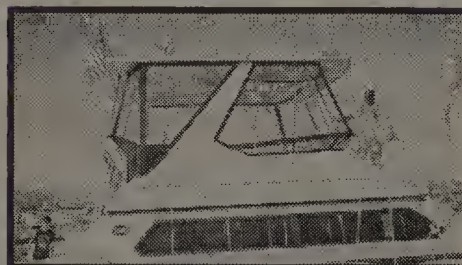
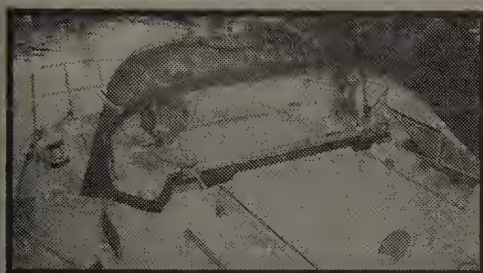
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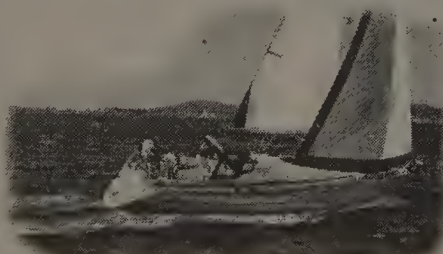
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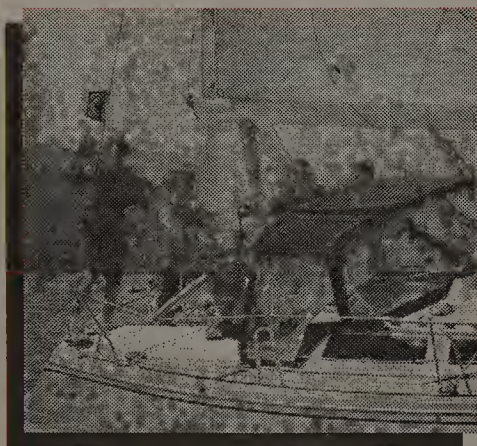
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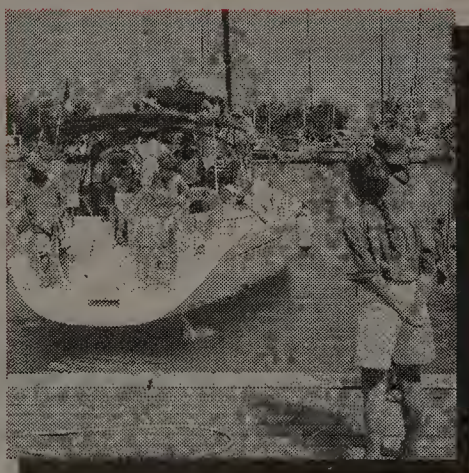
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LETTERS

ring specifically to their conversation in the September issue regarding possible classes for handicap racing — in which I seemed to detect too much elitism.

Max and Lee are looking in the mirror for a makeover — a common phenomenon among some engineering types. They suggest a rating system based on similar type boats regardless of PHRF handicaps. I believe this to be a bad idea, as in some small way it implies that one type of boat is preferable over another, something that wouldn't be good for the sailing public at large.

Lee suggested classes based on displacement/length ratios — a really bad idea — as it would suggest to the buying public that displacement to length ratio is the Holy Grail of yacht design. For an engineer to directly suggest — or even imply — such a thing is a disservice to the public. (For the purposes of this discussion, I'm discounting ultralights.)

After over 115,000 great circle miles on over 60 boats, I have come to the absolute conclusion that the displacement/length ratio is meaningless for predicting or establishing sailing performance. There are simply too many other factors. My convictions are based on actual sailing experience as opposed to hearsay. In general, the displacement/length ratio only indicates a design's relative comfort in a seaway. To cite just one example, some boats never pound going to weather, while some pound terribly at the very same speed. Most people don't find pounding to be pleasant.

Lee says, "The most important thing is to keep apples mixed with apples." Well, so be it — but what a boring fruit salad. Besides, some people don't like apples.

Max and friends don't want anything to lead to the 'Saraband syndrome'. This, of course, refers to some perceived rating flaw and/or a perceived 'waterline advantage' enjoyed by my Westsail 32 *Saraband*. They should burn their engineering degrees in shame. They can be as blind as river rocks, but as engineers and sailing writers, they need to be reminded that there is a real world and there is their world. *Saraband* has no waterline advantage over a Cal 35, Coronado 34, Crealock 37, Hans Christian 33, C&C 37, Tartan 35, or Pacific 40. Yet all were beaten boat for boat by *Saraband* in the 1990 Pacific Cup. There is only one explanation: those were all slower boats at that point in time. They, and dozens of other more modern boats with longer waterlines and lower displacement/length ratios are frequently slower than *Saraband*.

Knowing that Max and Lee are the best of friends, I suggest that they both open their eyes just a bit wider and question the numbers and formulas that are causing their vision problems. I also suggest that Max strongly urge Lee to return to school and perhaps take some ethics classes. Lee knows that *Saraband* is a heavy, comfortable boat that is obviously faster than she wants to admit. She knows *Saraband* is a Westsail 32. There is no other explanation. Contrary to what Max and Lee believe, the 'Saraband syndrome' is when a traditionally styled, heavy boat turns out to be faster than the modern-styled, lighter boat.

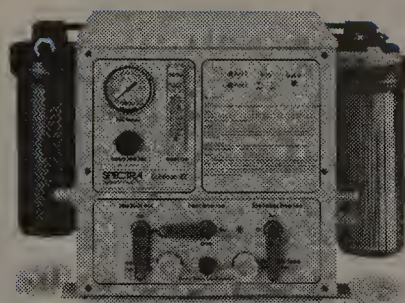
Thanks guys, I feel better already.

David King
Portland, Oregon

David — Leaving the whole issue of displacement/ratios aside, we can think of two very plausible reasons why Saraband might have beaten the other boats you mentioned in the 1990 Pacific Cup. One is a difference in weather. If you recall last year's West Marine Pacific Cup, La Diana got into a great breeze the first afternoon that everybody else missed, and walked away from her competitors. A second possible explanation is in the skill of the crew. You've got a lot of ocean miles under your keel, something that would give you a tremendous advantage over first

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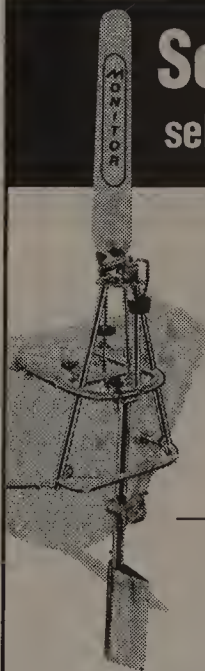
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LETTERS

timers. Indeed, the greatest speed factor in any boat is the skill of the crew — which reminds us of a story.

Many years ago, singlehander Don Keenan of Santa Cruz, who owned the Olson 30 Hanalei Flyer, got into a bar argument with a Westsail 32 owner over the relative speeds of their boats. Keenan, who was prone to outrageous statements, claimed his Olson was faster sailing backwards than the other guy's Westsail was sailing forward. So they organized a little race, and Keenan, flying a spinnaker from the main halyard and sailing backwards, beat the Westsail. As we recall, it was a very light air day, which would have favored the much lighter Olson and the clever Keenan.

Nonetheless, if you're trying to sell us on the concept of a Westsail 32 being inherently faster to Hawaii than a C&C 37, we're not buying.

↑↓SEA OF CORTEZ SAILING WEEK

I want to remind everyone in Mexico that Sea of Cortez Sailing Week, which takes place from April 27 to May 5 at Caleta Partida, is tons of fun. Years ago there might have been a little too much drinking and a little too much overexposure for cruisers with kids, but recently it's become the kind of event that any mother would enjoy with her kids — and even grandkids. The big deal about Sailing Week is that it's the biggest rendezvous for the Mexico cruising community. Making new friends and getting caught up with those you haven't seen in months or years is the treasure of Sailing Week. Sure, there are fun parties on the beach, but they are casual parties that don't require wild behavior or deafening background music to be fun.

Sue and Pepe, formerly of the Seattle-based *Melissa*, will be running the show, and do a wonderful thing with mellow beach music and the talents of the cruising community. In addition, Jennifer and Russell Redmond of *Watchfire* do lots of beach art with the kids, making great things out of stuff they find just lying around. In addition, there are sports events such as volleyball, horseshoes, over-the-line baseball, as well as table games such as chess, cribbage and the special brand of Baja Rummy that's popular down here. There will be various other events, too, such as the chili cook-off and the dessert contest. These are held with much fanfare, with folks in costume promoting various themes. We'll even have some of Padre Timo's famous dinghy racing and some mellow sailboat racing.



Caleta Partida hosts a huge fleet during Sailing Week.

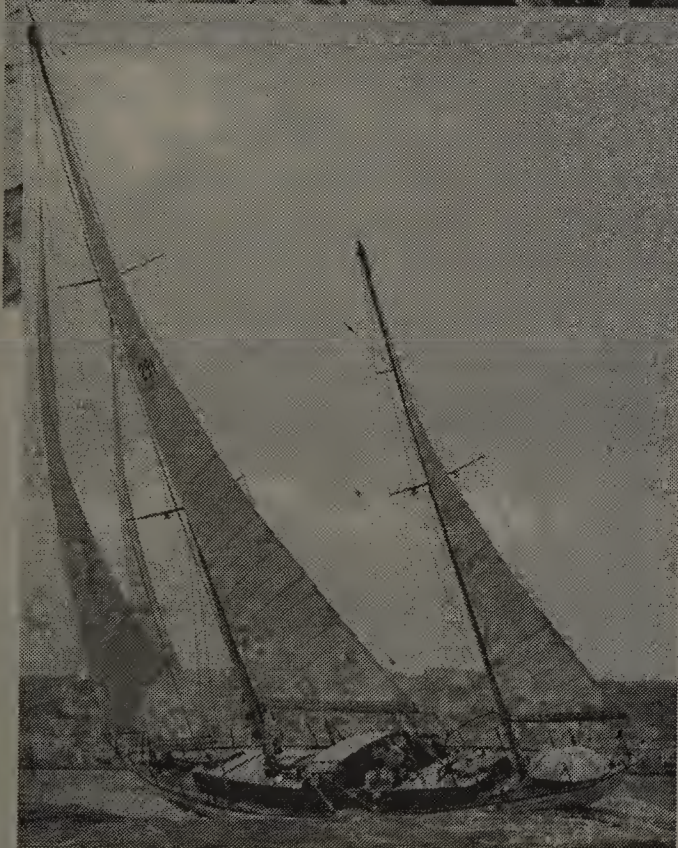
Everything at Sea of Cortez Sailing Week is done by volunteers, and the event is free. So mark your calendars and plan your itinerary.

Tim Tunks
Scallywag, Islander 37
Marina del Rey

Readers — Sea of Cortez Sailing Week has had an up and



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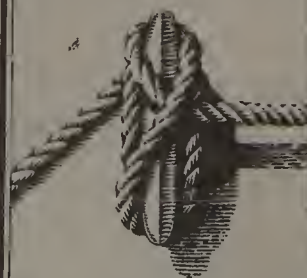
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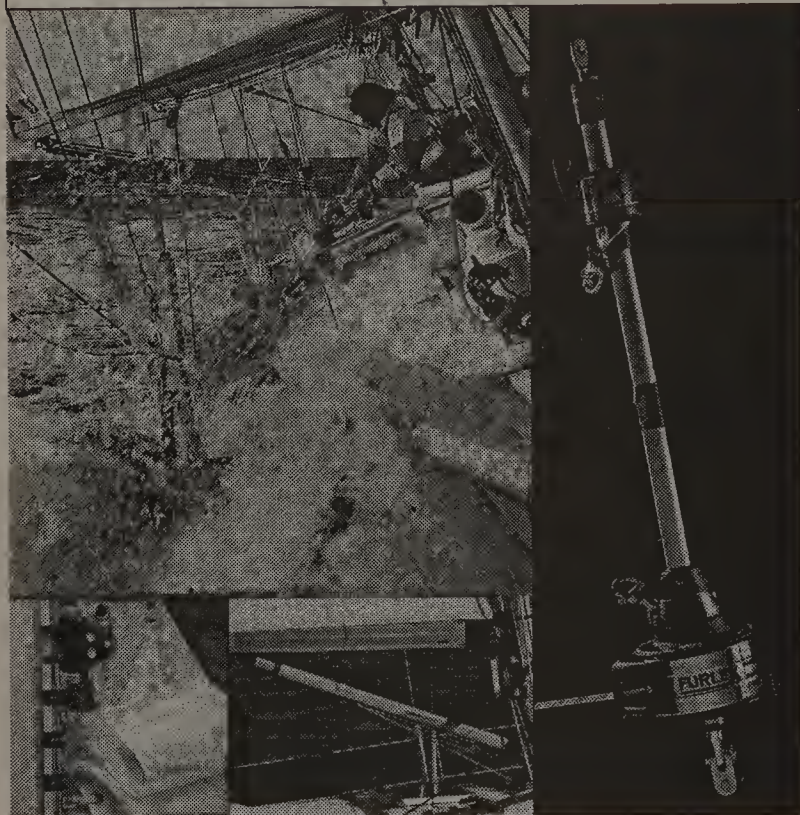


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LETTERS

down history, but with lots of veterans coming together to organize the 2001 event, it could be particularly good. It certainly has a near perfect setting.

↑↓ THE BEVERLY HILLS AIR STARVATION DIESEL DIET

I'm writing to comment on your response to John Burger's letter on page 62 of the October issue — the one about killing a diesel engine when almost all else fails. My suggestion is to knock the air cleaner off and stuff a large rag into the air intake. Make sure it's a large rag, because a small one may get sucked into the engine. I've used this technique in the past. It's also true that engines with stopped up air cleaners won't start.

Morris I. Vilkins
Beverly Hills

Morris — Cutting off the air supply will certainly stop a diesel, but our sources tell us that putting a rag over the air intake might not be the best 'tool' for the job. "Some diesels will suck air right through a rag," says Tom List of List Marine. In such situations, a flat piece of wood or metal should do the trick.

↑↓ A SIX PACK DIDN'T MAKE YOU A PASSENGER FOR HIRE

Latitude's response to K. Mileck's November defense of the American legal system was perfect. Anyone who thinks our broken judicial system doesn't affect boating probably isn't old enough to remember the days when a friend bringing a six-pack of beer didn't automatically make him/her a 'passenger for hire'.

I also loved the *Homeward Bound* article on boats returning to California from Hawaii after the Pacific Cup and Singlehanded TransPac races. However, I think Robby Buck of the Hawaii YC may have made even more crossings than John Jordane. Speaking of Jordane, I'd love to know how he "knew that hurricane Daniel wasn't going to be a problem." How did he "know" that it wouldn't recurve to the Northeast and clobber him? It would be great if he shared this knowledge with us.

Robby Coleman
Southern Cross, Anglemann Ketch
Ko Olina Marina, Oahu

Robby — One of the shortcomings of the American legal system is that it's nearly impossible for a lay person to know what the law really means — which wouldn't be so bad if so much of the law didn't go against common sense. For example, it used to be that if a guest brought sandwiches or chipped in \$5 for gas he/she was — under the code of federal regulations — a 'passenger for hire'. The problem was that most guests would bring something or chip in for gas as a matter of common courtesy — a common courtesy that suddenly and unknowingly put the boatowner in a precarious position, because he/she most likely didn't have the license or insurance to legally carry 'passengers for hire'. True, the guests might have only been passengers for hire in the most technical sense, but that's all any aggressive lawyer needed to slap the boatowner's ass with a lawsuit — at which point it was time for the familiar it-will-cost-you-less-to-settle-than-defend-yourself-in-court shakedown.

Fortunately, the absurdity of all this was recognized several years ago, and the code of federal regulations was changed. Of course, how many boatowners know that? In any event, guests aboard boats can now contribute things such as sandwiches, drinks, gas money and other consideration without becoming 'passengers for hire'. In fact, as we understand it — and check with your own lawyer first to be sure — as long as guests don't contribute so much that the outing becomes profitable, they remain guests as opposed to passengers for hire.

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LETTERS

⇅ RETURN TRIP FOR CREW

In the November *Homeward Bound* article, Fred Huffman of *La Diana* made himself out to be the good guy and us — his two crew for the 17.5-day sail back to the mainland from Hawaii — as the bad guys. But there is another side to the story — and ours is pretty much the same one that Richard Henry Dana told 150 years ago.

For the eight month's prior to the August trip back, Don had been doing rigging for Huffman's shop, earning about \$3,000 a month. In May, when Don and I agreed to be Huffman's crew for the trip back to California — Huffman said that Don would continue to be paid. But when we got halfway back to California, Huffman told Don he wasn't going to be paid after all, but should accept the experience as payment enough. This after Don had already gotten 6,500 miles of delivery experience that year alone. To make matters worse, Huffman said he wasn't even going to pay Don for the rigging work he did on *La Diana* in Hawaii. Having been told that he was going to get stiffed, is it any wonder that Don became quiet and less enthusiastic?

Although aboard as volunteer crew, I was nonetheless shocked by this turn of events. But maybe I shouldn't have been, for when I got to the boat in Hawaii, Huffman immediately ordered me to clean the oil out of the bilges and keep the boat spotless. Mind you, I wasn't receiving any pay or even being bought any meals.

Food — or the lack of it on the trip back — was another major source of problems. The provisions for three grown men for the trip back consisted of — and I'm not lying — 12 sodas, a dozen hamhocks and beans. After we demanded to be let off at the first landfall, Huffman claimed to have 'found' two more bags of food. The reason the police were there at the dock was so we could have them document the lack of provisions.

All things considered, I've never experienced such disregard for crew — and it's not like I don't have any experience. I taught sailing at the California Sailing Academy for 12 years, and have raced and cruised more than 25,000 miles — including from Canada to Mexico and the Panama Canal to New York.

If Huffman wants to present himself as such a great sailor, his crew would like to disagree. When hurricane *Daniel* threatened the Hawaiian Islands before we took off, I had to insist that Huffman seize the ground tackle — a standard practice he didn't think was necessary. My son and I also helped him get *La Diana* off the reef — after Huffman had put her there in the middle of the day. Furthermore, I had to wake him up a number of times during his watch.

The real facts of the voyage are this: Fred was going to 'win' the trip home and prove himself a great man, no matter if the crew had to eat dirt. The success of a 2,600 mile delivery trip generally rests on the minimum comfort and safety of the crew — especially if they are not being paid — not abuse.

'Carl and Don'
La Diana's Unhappy Crew

Readers — We generally don't care to wash this kind of dirty laundry in print, but after Huffman made the remarks he did about his crew in the November issue, we felt they deserved an opportunity to respond. Having not been there, we don't know about the accuracy of the claims of either side.

In any event, there are a couple of lessons to be learned from this unfortunate passage. First, get the important stuff — and that usually includes monetary agreements — in writing. Secondly, more than one person should be involved in the provisioning, both to have a second opinion that there will be enough food, and to make sure that everybody gets to eat what they like.

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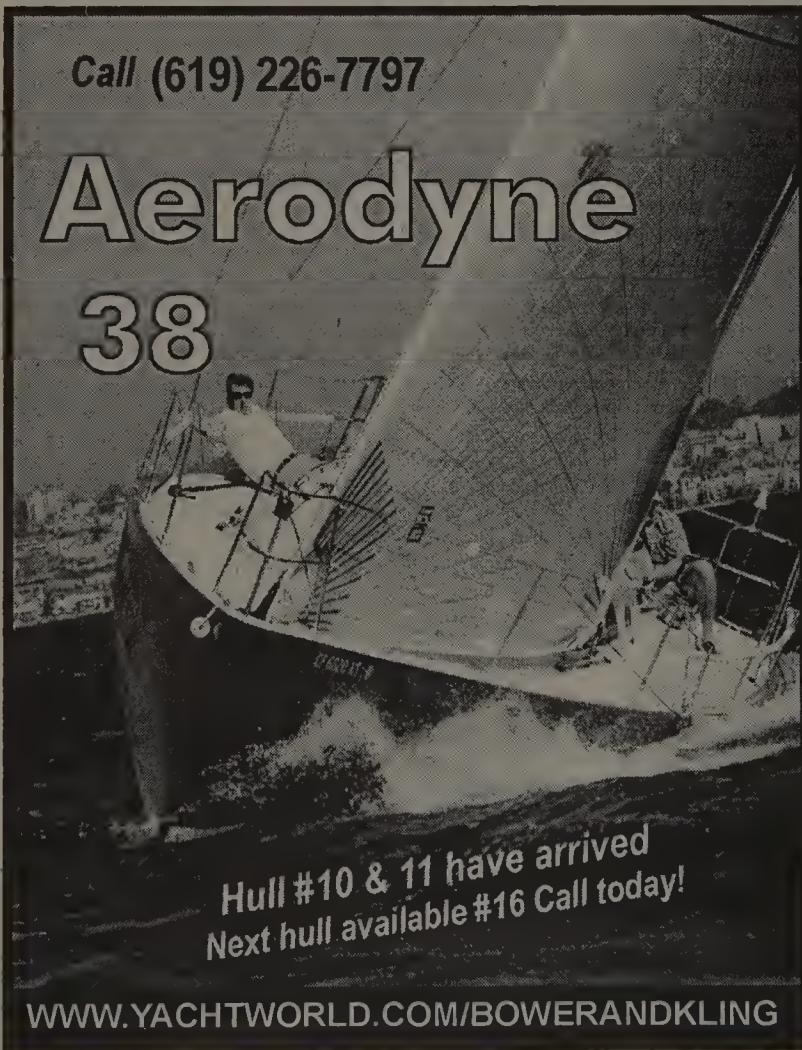
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LETTERS

↑↓SOMETHING WAS MISSING WHEN WE LEFT TURTLE BAY

We sailed in the Ha-Ha with our friends aboard the catamaran *C'est Si Bon* and had a great time. There was just one problem. When we pulled into Turtle Bay, the heat exchanger on our starboard engine wasn't working. "No problem," Ernesto said, as he would fix us up with a mechanic. True to his word, the mechanics showed up the next morning, and spent all day fixing the heat exchanger. They charged \$80 for the work. The skipper gladly paid them, and sent them home with some candy and baseball hats for the kids.

When it came time to leave the next morning, the tired crew was a little slow. Both the engines on the cat started and ran perfectly, but then we discovered we'd 'paid' a little more for the work than we'd thought: two watches and a Leatherman tool were missing. We hope that this serves as a friendly reminder that if you have people working on your boat, you need to have someone watching over each one of them.

Nonetheless, we had a great time on the Ha-Ha and will be bringing our boat down from Washington to do it again in 2002.

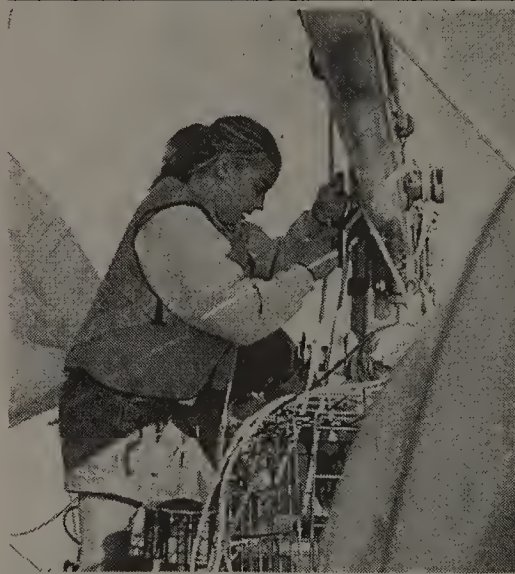
Rob and Linda Jones
Washington

Rob & Linda — That's unfortunate, but good advice.

By the way, while in Turtle Bay you may remember that Anders Billred of the Morgan 43 *Royal Treat* announced the loss of his wallet — the unspoken implication being that it might have been stolen from him in town or on the beach. He found it about 10 days later. It turns out that he'd hidden it so well on his boat that he'd forgotten all about it!

↑↓THE DELICIOUS AND FAMOUS FO'C'SLE BUNK

The accompanying photo is of Teal Millage hoisting the jenny on the foredeck of *Ruby*, a 1938 teak sloop built in Hong Kong that now sails a little north of latitude 48. When her last hailing port was removed for the present one, the faint letters "S...n



Teal hoists up the 'Ruby's' genoa.

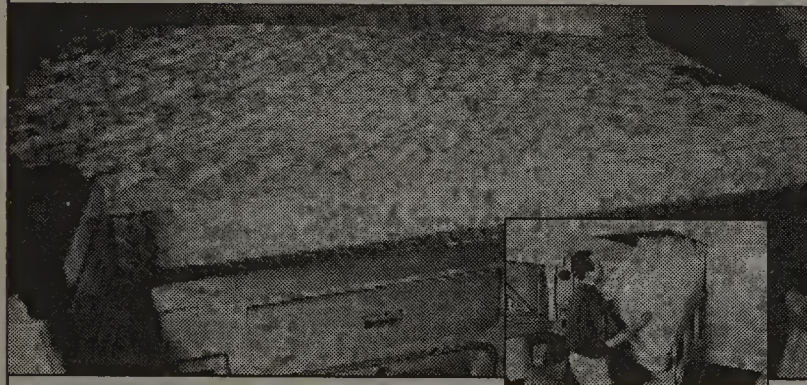
F...sco" emerged out of the varnish shadows in the teak transom. So *Ruby* knows the joys you speak of in your pages — even if her crew has to get their California kicks by reading *Latitude* up in *Ruby's* delicious and famous fo'c'sle bunk.

The sailing scene is pretty active up here in the summer, but thins out dramatically after Labor Day — and even more just two weeks after that. So now,

when *Ruby* visits her favorite haunts, she either has the place to herself or has just one other off-season sailing diehard swinging on the hook nearby. The days get pretty short and the nights get cool up here at this time of year, but with lots of wool gear and a cabin stove and teapot, it can nonetheless be very pleasant. It's pretty mellow, too, on the hook in a quiet cove listening to a loon or raven or seal.

We think a dink is a must up here, because it lets the current carry you an oar's length away from the rocks so you can look over the gunwale at the profusion of marine life on the

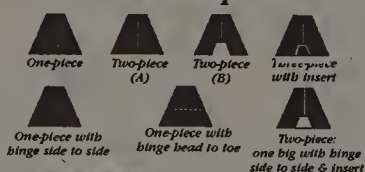
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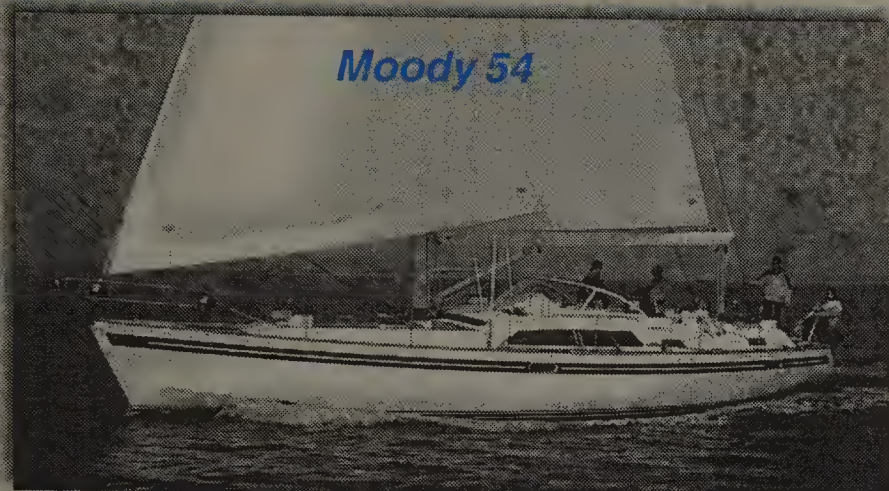
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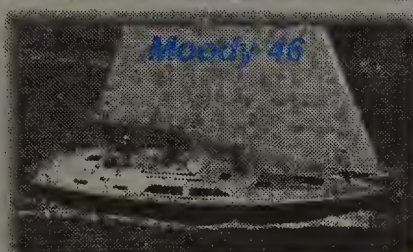
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LETTERS

bottom. Walking along the shore is often good, too. There are some special places where you can walk a three-mile curve of sandy beach, with driftwood at the high tide line and a flock of Western Sandpipers at the water's edge. Of course, it's not always nice up here in the winter. About a half dozen times a season, we get southwesterly storms with winds up to 70 knots.

We sure enjoy *Latitude*, and have lost track of the number of neat tricks we've learned from its pages. One example that immediately comes to mind is the chip log, which is a great way to check the accuracy of the electronic propeller log — and provides endless entertainment to teenage crews. And I might try Dan Benjamin's steering tackle, too. Finally, I liked the San Francisco Bay sailing primer — now I know what everybody is talking about down there!

Peter Willingham
Ruby
Bellingham, Washington

Peter — We've always been disappointed that we don't get more sailing photographs from the Pacific Northwest. We like the shot of Teal, and hope you'll send some more of the quiet coves you enjoy so much.

IF THEY LIVED ABOARD, THEY'D PAY ATTENTION

My wife and I have just ended three years of living aboard and cruising in Southern California, and have begun what we hope will be a short stint working in Phoenix. After reading and listening to reports of mass pollution supposedly caused by liveaboards, we have to say that those who make such complaints are ill-informed. In our experience, liveaboards were very conscious of pollution, and consumed and polluted far less than those who live on land. If land dwellers had to store their trash and waste in the middle of their living space — as liveaboards do — they would damn well pay attention to how much waste and garbage they create. When you live on land, it's all too easy to flush the toilet, run the sink or dishwasher, and toss packaging material, because you're not as aware of it.

The amount of waste created in land-based homes and the amount of water wasted is enormous. Thanks for letting us vent.

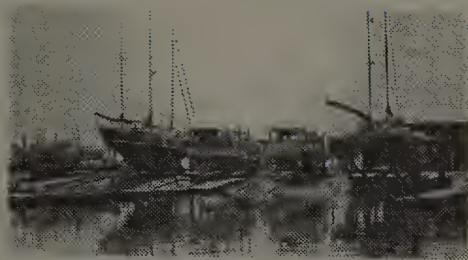
Craig & Celeste Adams
Serenity
Phoenix, Arizona

Craig & Celeste — We're sure almost every other liveboarder will agree with you that they consume much less of everything — consumer goods, water, electricity — than when they lived in a home ashore. As such, you'd think that those — we're tempted to say 'morons', but will restrain ourselves — folks at the Bay Conservation and Development Commission (BCDC) would see liveaboards as being kind to the environment. But no, in their unassailable wisdom, they would prefer that everyone who has a boat also have a land-based dwelling, thus forcing many boatowners to consume and pollute more than double what they'd prefer. To top it off, it also means they all have to waste fossil fuels and contribute to traffic congestion to go between their boats and residences. We sleep better at night knowing these bright lights are looking out for society's best interests.

SANTANA 20s

Any Santana 20s out there? We had three boats in the Island YC summer series and I'm hoping to get five out for the Alameda YC Mid-Winters so we can race one-design — which we all know is more fun. I have seen so many S-20s around the Bay Area that I figured I had better put the word out. So if you have one sitting in your backyard or know of someone that does have them sign up for the series. The fleet seems to be growing

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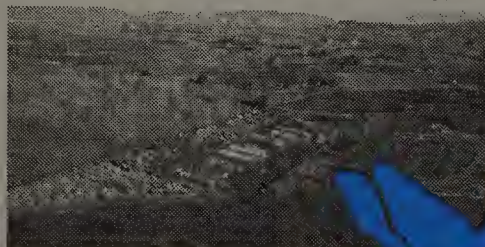
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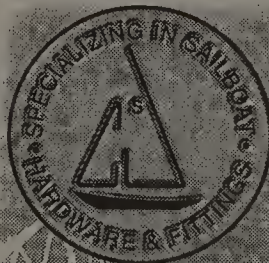


Shown is the NP131, and the CP10 mounted on the AG125 AngleGuard.

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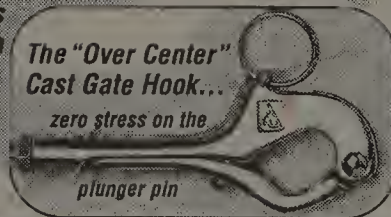
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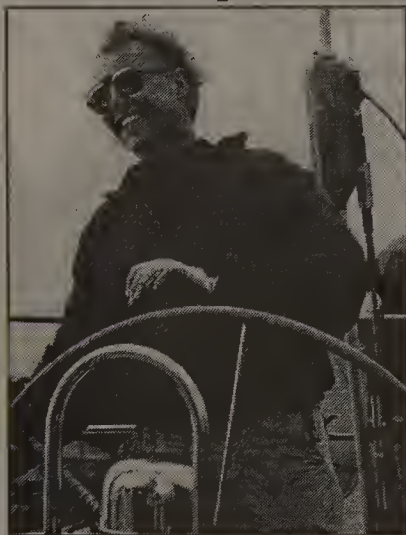
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LETTERS

in the rest of California, and it would nice if that happened here also, where we have the best sailing. Check the Santana 20 website (www.s20.org) to get an idea of just how strong the fleet is.

Liam O'Flaherty
Pip Squeak, Santana 20

↑↓ A BIG PELVIC EXAM CHAIR

I'm Brigitte, and the Wanderer had breakfast on my boat *Abracadabra* many Sea of Cortez Sailing Weeks ago. I now live in La Paz part time where I help with the women's center/clinic. Planned Parenthood in Santa Rosa, California, has donated a big pelvic exam chair to the women's center in La Paz. But it's too big to take down there in a car. I'm wondering if anyone with a big boat would be willing to transport it. We could get the chair to the boat and pick it up from the boat in La Paz. If anyone can help, please call me at (415) 332-8025.

Brigitte Packer
Northern California

↑↓ TRYING TO GET HOME WITHOUT A TOURIST CARD

I thought *Latitude* readers might be interested in hearing how things turned out for me, as I did the Ha-Ha without a passport, birth certificate or even driver's license. When I arrived in Puerto Vallarta with Philo and his Cal 36 *Cherokee Spirit*, the woman at Immigration didn't ask any questions about birth certificates or other identification. She just had me fill out the standard form, then issued me a tourist card.

I then made the long bus trip from Nuevo Vallarta back to Tijuana. Twice — while standing outside the bus at local bus stations along the way — officials asked me for my birth certificate. I didn't have one, of course, but they accepted my tourist card.

In addition, the bus was stopped at least 15 times along the way. The majority of the stops were made in the state of Sonora where uniformed PGR officials went through all the bags in the baggage compartment as well as everyone's carry-on luggage. On several occasions, however, the people who did the searches wore no uniforms and had no badges, making me wonder if they weren't local vigilante groups rather than the real federal police. In any event, they all had long probing tools that looked similar to screwdrivers and cordless electric drills. During these stops I was again asked for my birth certificate, but my tourist card always satisfied them.

Overall, I'm glad I took the bus, which allowed me to see more of Mexico. It's a beautiful country, and I especially liked the lush Sierra Madre on the southern portion of the trip. The only down side is that when I got to Tijuana, I discovered that my bags were half unzipped and four silver bracelets that I'd bought in Cabo were missing. The plastic bag I'd put them in, however, was still there.

While I didn't have any problem for not having any real identification, I've made it a priority to get a passport.

Rick Merce
San Rafael

Latitude 38 welcomes all letters that are of interest to sailors, but all submissions are subject to editing for the eternal virtues of brevity and clarity. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications.

By far the best way to send letters is to email them to: richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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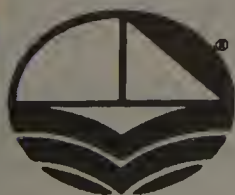
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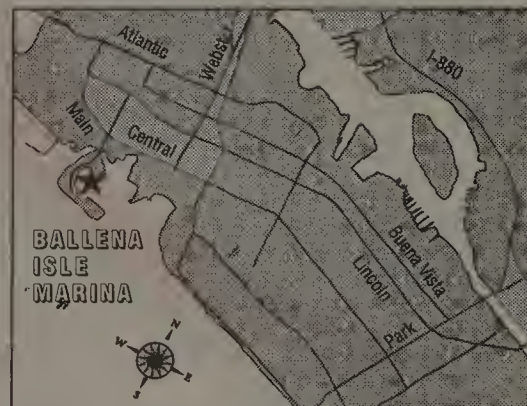
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Cutaways show inner assembly

LOOSE LIPS

alone. Unable to turn on the lights inside the boat, she called an ex-boyfriend in Florida on her cellphone. He ended up calling the New London Coast Guard, who went out and picked her up off the boat about midnight.

After she got in, Bruno expressed concern for Kennedy, who she said had been drinking and didn't have a dinghy to go back to the boat. So the Coasties later went out again to the *Onde Dore*, there to find Kennedy *had* swum back to the boat and was kind of irritated at being woken up. He was apparently not too concerned over what had happened to Bruno, despite the fact that the dinghy was there and she wasn't!

Kennedy himself has declined comment on the story. His lawyers have stated they don't believe the story warrants media attention. But of course it was front-page news (continued on two inside pages) of *The Providence Sunday Journal*, and also appeared in at least one other paper.

By the way, just to keep your scoresheets organized, Patricia is the son of Teddy Kennedy, whose adventures with drinking and women are all too well documented.

Koch's freedom.

Former America's Cup winning skipper and syndicate head Bill Koch was granted a divorce from his wife of four years, but it's going to cost him. A judge in West Palm Beach ordered Koch, whose *America3* syndicate successfully defended the America's Cup in 1992, to make a lump sum payment of \$16 million to his ex-wife, and \$10,900 monthly child support payments for each of the couple's two children, aged 1 and 3. He has also agreed to pay for their college education. *Forbes* Magazine has estimated Koch's worth at \$650 million this year. He spent \$5 million on the '92 America's Cup campaign.

To the rescue.

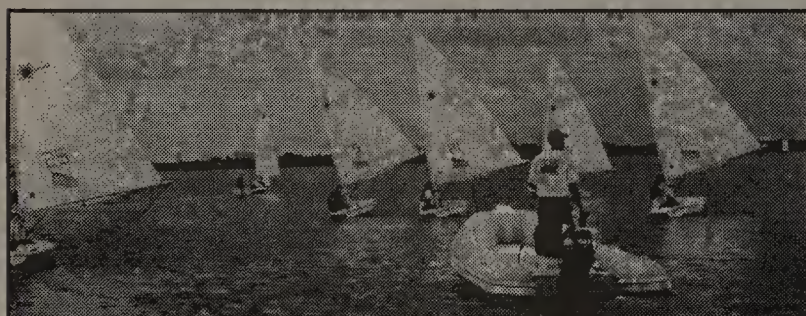
On August 5, in 25 to 30-knot winds off the Southern California coast, a 36-ft catamaran with three people aboard flipped. The crew, all in their 50s and 60s and all wearing lifejackets, assembled on the upturned boat's trampoline to await their fate.

Rescue came in the form of the Andrews 70 *Vicki*, which was participating in the Santa Barbara to King Harbor Race. As soon as the *Vicki* crew — which included owner Al Shultz, Max Olson, Steve Steiner, Jeff Littell, Dave Kurt, Ben Mitchell, Chris Peterson, Valerie Hoskins, Ron Hoskins, Tyler Prentiss, Rick Abbott and Tim 'Tiny' Eysers — spotted the flipped cat, they doused the spinnaker and sailed back upwind to the multihull. Dousing the sails, they made repeated passes on the cat, eventually pulling all three sailors safely aboard. They wrapped the cold trio in warm blankets, gave them hot coffee, called the Coast Guard to report the 'hazard to navigation' — and even offered commercial salvor to retrieve the vessel. Then they shut off the engine, raised the sails and finished racing. Redressed 37 minutes for the heroic rescue, *Vicki* took home first to finish honors. What a day!

In recognition of their efforts — and to promote better understanding of rescue at sea — US Sailing will present the crew of *Vicki* with the Arthur B. Hansen Rescue Medal at a ceremony at the Del Rey YC in Marina del Rey on January 12.

BLM BS?

In an odd addendum to a 'final rule' (a revision and update of regulations), the Bureau of Land Management noted last month that "sailboats, sailboards . . . and similar devices are 'mechanical transport' that cannot be used in Wilderness Areas." We're not quite sure what that means, as a quick Intern



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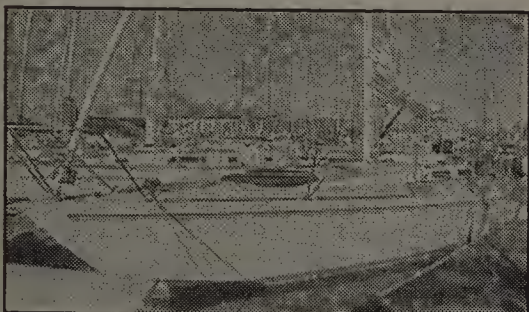
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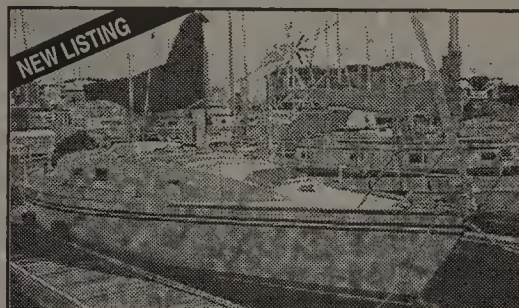
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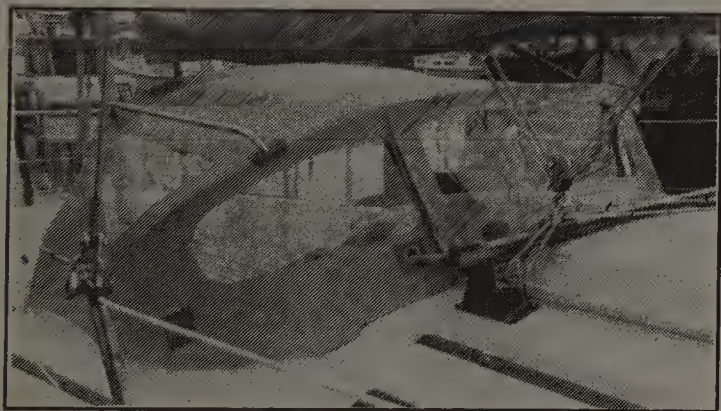


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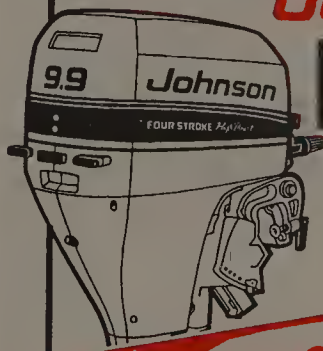
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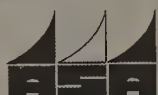
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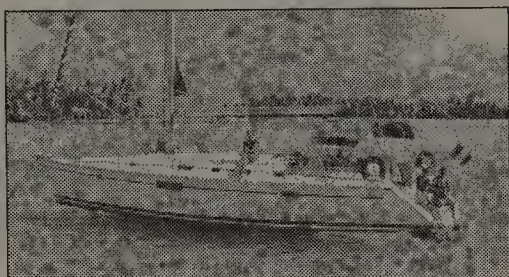
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LOOSE LIPS

perusal of BLM areas in California listed all sorts of places where boating was the big attraction. The 'new rules' mainly addressed such things as not drilling holes in rocks for climbing anchors. BLM, part of the Department of the Interior, manages 264 million acres of land in 12 western states.

End is coming for 121.5 EPIRBs.

The International COSPAS-SARSAT program — the folks who installed and maintain the constellation of search-and-rescue satellites — announced last month that they plan to phase out the processing of 121.5/243MHz emergency beacons. These include both marine EPIRBs — Emergency Position Indicating Radar Beacons — and ELTs — Emergency Locator Transmitters — which are used on aircraft. Once the bee's knees of emergency transmitters, the advent of the digital 406 MHz EPIRBs rendered the 121.5/243 units dinosaurs virtually overnight.

Of course, 121.5 MHz units are still available — for about a third of the price of the 406s.

A major factor in the decision is the huge number of false alerts rendered by 121.5 units — last we checked, about 95 out of 100 'hits' from 121.5 units were false alarms. It goes without saying that false alerts adversely impact the effectiveness of lifesaving services, not to mention put more lives at risk.

Don't get too worked up about this yet, though. If a 121.5/243 MHz EPIRB is all you can afford, you will still be heard and rescued into the foreseeable future. No effective date has been set for the shut-down, but in the words of COSPAS-SARSAT, "It is expected to occur far enough into the future to avoid a crisis situation for persons now using the (121.5) beacons."

It will also, hopefully, be far enough away that the 406s are quite a bit cheaper.

Did you know. . . ?

The term 'cockpit' came into nautical usage in the early 1700s. Back then, it referred to a space on the lower deck of a warship near the rear hatch. Originally allotted to the senior midshipman, this space eventually became the domain of the ship's surgeon. In battle, it was the sick bay. (Admiral Nelson died in the 'cockpit' of HMS Victory at Trafalgar.) The origins of the term, which of course now refers to the 'well' in a boat where the helmsman and/or crew sit, is a figurative term derived from its resemblance to an enclosed arena used for cock fighting.

Most common name?

There are some pretty creative boat names out there. (Our personal favorite for some time now is a Star Boat called *Trigger-Happy Ex.*) As always, we're on the lookout for more to be compiled in a someday article on the subject. So if you have any that you particularly like, send 'em in (to johnr@latitude38.com). And on somewhat the same subject, what do you think is the most common name for a boat — you know, the one that makes you almost groan every time you see it?

Harding who?

Speaking of names, during one of our deep philosophical debates here at the office — we stand by our contention that Mary Ann was more of a babe than Ginger — the subject of buoy names came up. Most of the local buoys are named for their location (Yellow Bluff), and a few are named for ships that met misfortunes nearby (Blossom Rock). But we couldn't figure out what or who Harding Rock was named after. An intriguing hint is that President Warren G. Harding died in San Francisco in 1923. Does anyone know if he's the namesake of the rock and buoy that bear his name?

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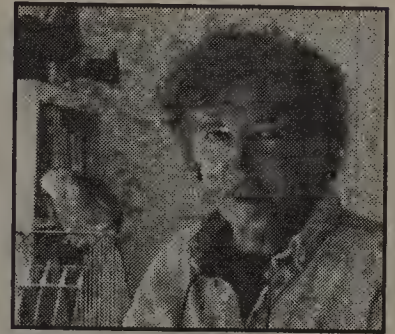
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Jim Leech Sailmaker and circumnavigator

Mary Swift ASA Instructor Trainer

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John Connolly

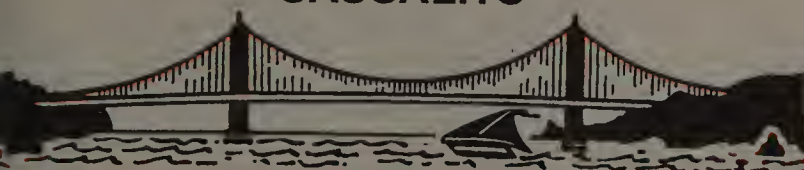
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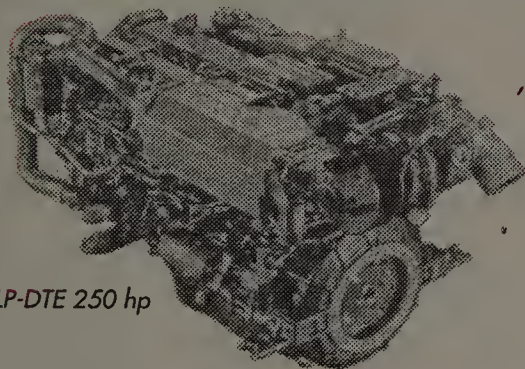
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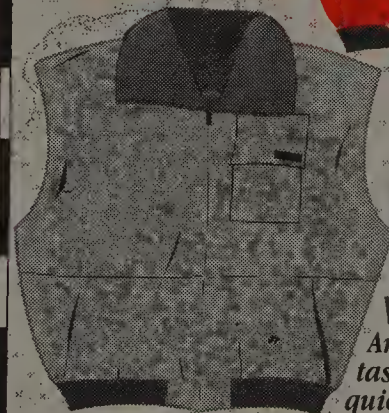
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SIGHTINGS

south bar claims loverboy bassist

The South Bar claimed the life of another sailor in December — and a fairly famous one in the music industry. On December 1, Scott Smith, bass player for the Canadian rock group Loverboy, was washed off his Tayana 37 *Sea Major*.

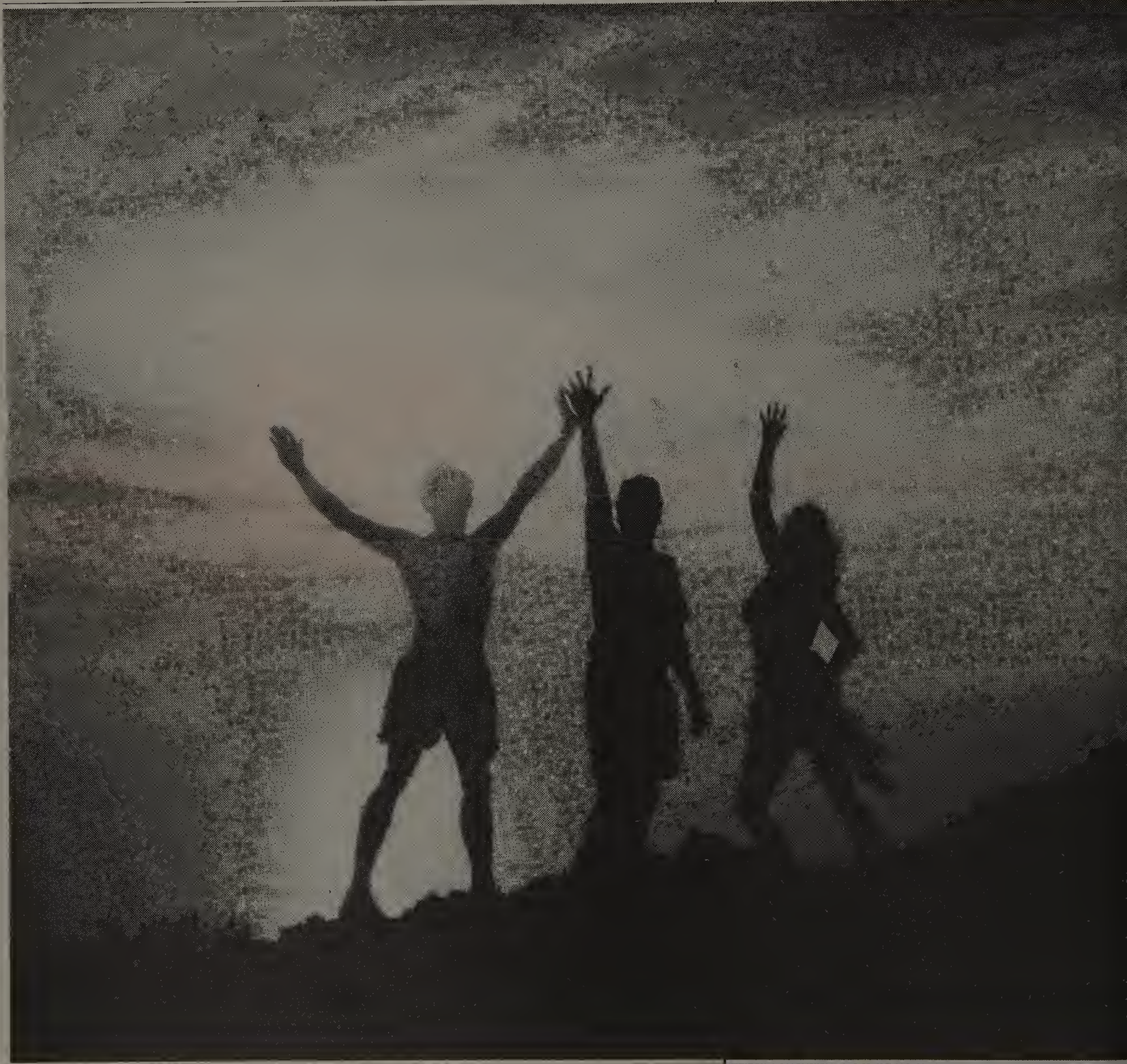
The sea was so rough on the 1st, a Friday, that the Coast Guard called off a scheduled training exercise on the shallow ocean waters of the Potato Patch. And for good reason, as it was breaking with 25-foot seas generated by a nasty mid-Pacific storm. Conditions were so severe that waves were breaking all the way across the Bonita Channel, the normally navigable stretch of water between the Potato Patch and the Marin Headlands. The dreadful conditions weren't a major surprise to the Coast Guard, as hazardous sea warnings had been in

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new year's

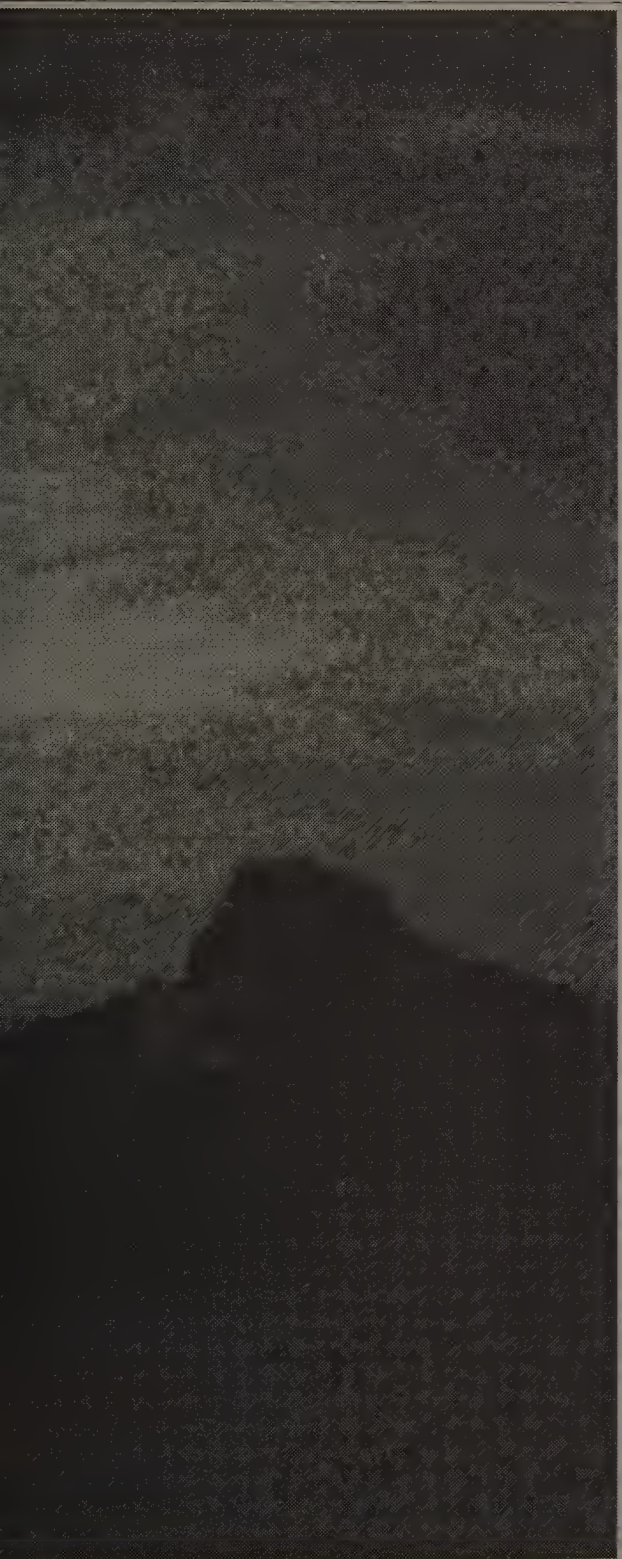
December 21 marked the solstice, which means that winter has officially arrived in this hemisphere. However, as you all may remember from 7th grade science, the bottom half of the planet is bathed in sunshine. (Trivia buffs will know Earth is actually closer to the sun now than during our summer.) In other words, you don't have to sit here and mildew until spring. There are lots of places to go where it's warm and the wind is blowing and the sailing is great.

The happy folks paying homage to old



revelations

Sol below took part in the last Baja Ha-Ha Cruiser's Rally, but the photo seemed suitable as a celebration of the New Year — the, ahem, *real* start of the new millennium some would argue. And also a reminder that life is short. We suggest you make a resolution this year to enhance life with sailing. If you've never been cruising, plan such a trip, even if it's a weekender. If you've never raced, try it, you might like it. If you have friends who have never sailed, ask them out for a day. You'll be the better for it.



LATITUDE/RICHARD

south bar — cont'd

effect for two days.

Nonetheless, later in the afternoon the 45-year-old Smith and two crew headed out the Gate with the intention of sailing to Monterey. Whether they were aware of the horrible seas, or that they were going out during an ebb (which would magnify the danger dramatically), or that the South Bar is extremely hazardous in such conditions, is not clear.

According to a report by the survivors, a man and a woman, *Sea Major* had reached buoy #8 of the main shipping channel, which is the closest one in on the south side of the channel. At that point they headed south — which might well have been the worst thing they could have done, as it soon put them at the outer edge of the South Bar. While all of the South Bar becomes hazardous in big seas, the outer edge gets what the Coast Guard calls 'first generation' waves, which break the hardest.

After traveling two miles south, *Sea Major* took a severe knockdown at about 4:30 p.m. The female crewmember was down below. Smith was driving and the other male crewmember was in the cockpit with him. Neither was wearing a harness or lifejacket. The crewmember reportedly went below to get safety gear, at which time the boat was hit by an even more severe wave — it was only blowing 10 knots at the time — and was knocked over even further than the time before. Water filled the cockpit and poured down the companionway. When the boat righted itself and the male crewmember returned to the cockpit, both the boat's wheel and the owner/skipper were gone.

Man overboard equipment was immediately deployed, and the male crew rushed to install the emergency tiller. As you can imagine, by the time that had been done in such terrible conditions, he and the woman had lost all sight of the skipper. It didn't help that near darkness and fog reduced visibility to almost zero. The Coast Guard was called immediately.

It took about 15 minutes for Coast Guard Golden Gate to scramble one of their new 47-footers from the base by the North Tower of the bridge. The slight delay was due to the conditions, which required that a qualified surfer be on the boat. In addition, two Coast Guard helicopters were immediately sent out, and the San Francisco Police Department launched their boat, a prototype of the Coast Guard 47-footer, from Yerba Buena. The helicopters were on the reported scene quickly, but given the darkness and thick layer of fog, could see nothing.

Conditions were so bad that it took the Coast Guard's 47-footer — this is the brand new, state-of-the-art boat made for these conditions — almost an hour to reach the scene. The SFPD 47-footer, with two police officers and one Coastie aboard, arrived on the scene about 20 minutes later. By this time, the remaining *Sea Major* crew had abandoned the search and were headed toward the Gate. Vessel Traffic Service tracked them on radar, and at one point had to warn them that they were getting too close to Seal Rocks.

The terrible conditions at the South Bar soon started taking their toll on those aboard the Police boat. The SFPD do a lot of rescue work on the Bay, but don't train in the treacherous surf of the Potato Patch and South Bar — something the Coast Guard does on a regular basis. As it turned out, the two police officers weren't able to command the vessel. The one Coastie aboard could, but he, too, began suffering from hypothermia and severe dehydration. Coast Guard Golden Gate had to send out their second and last 47-footer to rescue the police rescue boat!

About the same time, Golden Gate dispatched their 21-ft rigid-hull inflatable to rendezvous with *Sea Major* near Mile Rock in order to escort them in. At this point, Station Golden Gate was out of boats.

As the one 47-footer continued to search for the lost skipper in near impossible conditions, the other 47-footer rendezvoused with the SFPD inside the South Bar. The condition of the crew on the SFPD boat was so bad that the rescuers of the rescuers decided to risk transferring an EMT Coastie to the police boat — despite the rough conditions, the

continued on outside column of next sightings page

SIGHTINGS

south bar — cont.

darkness and the fog. Somehow they managed to pull it off. The EMT treated the Coastie on the police boat as best he could, then took the helm to rush the boat back in. When they arrived at Station Golden



The rock group Loverboy. Scott Smith is second from right in striped shirt.

Gate, an ambulance was waiting to take the Coastie to Marin General Hospital where he soon recovered.

Sea Major and her two remaining crew arrived at Station Golden Gate about 6:30 p.m.

Despite 52° water, the Coast Guard continued the search with the 47-footer and two helicopters through much of the night and into the morning. In addition, the Park Service, SF Fire Department, and SFPD searched Ocean Beach in the slim hope that Smith might wash ashore alive. Smith's family and members of the band even hired a private aircraft to continue the search through the week-

end after the Coast Guard called their search off Saturday. No trace of Smith was found.

It's worth noting that Smith was not an inexperienced sailor. On his previous boat, a 47-ft Puvieux ketch named *Nighthawk*, (which he bought from Sylvester Stallone in 1994), Smith sailed all over the Caribbean for six years and made the difficult journey up the west coast to Washington.

Folks, we beg you to use common sense when sailing in the winter. Don't ever go out the Gate in winter without checking the weather. Be very cautious before going out the Gate on an ebb in the winter. Never, ever, ever go out during hazardous seas in the winter. If for some reason you find yourself out there in such conditions, stay in deep water, which means either further offshore or in the main shipping channel. If conditions get bad enough, waves do break all the way across the shipping channel. If you don't wear a lifejacket normally, do so in such conditions. And have your harness on before you get in trouble. A personal strobe can be a lifesaver in such conditions. We don't know all the facts in this case, but indications are that the boat had no business being out there and the skipper violated some of the most basic safety standards, endangering not only his own life, but the lives of the other people aboard and indeed the lives of all those who searched for him in such marginal conditions. May his tragic loss be a lesson to everyone.

the eyes have it

We have been cruising Mexico since November, 1998, on our 41-ft ketch *Nintai* ('patience' in Japanese). We love the life, all of the wonderful experiences we have had and the terrific people we have met.

We ended up in LaPaz in May, 2000, to do one of those yucky gelcoat strip jobs on the bottom of the boat. In June, we returned to the U.S. for a short time while the hull dried out. Howard had lost his glasses and got very angry at the discount store Costco in San Juan Capistrano when they refused to renew his prescription until he got another eye exam.

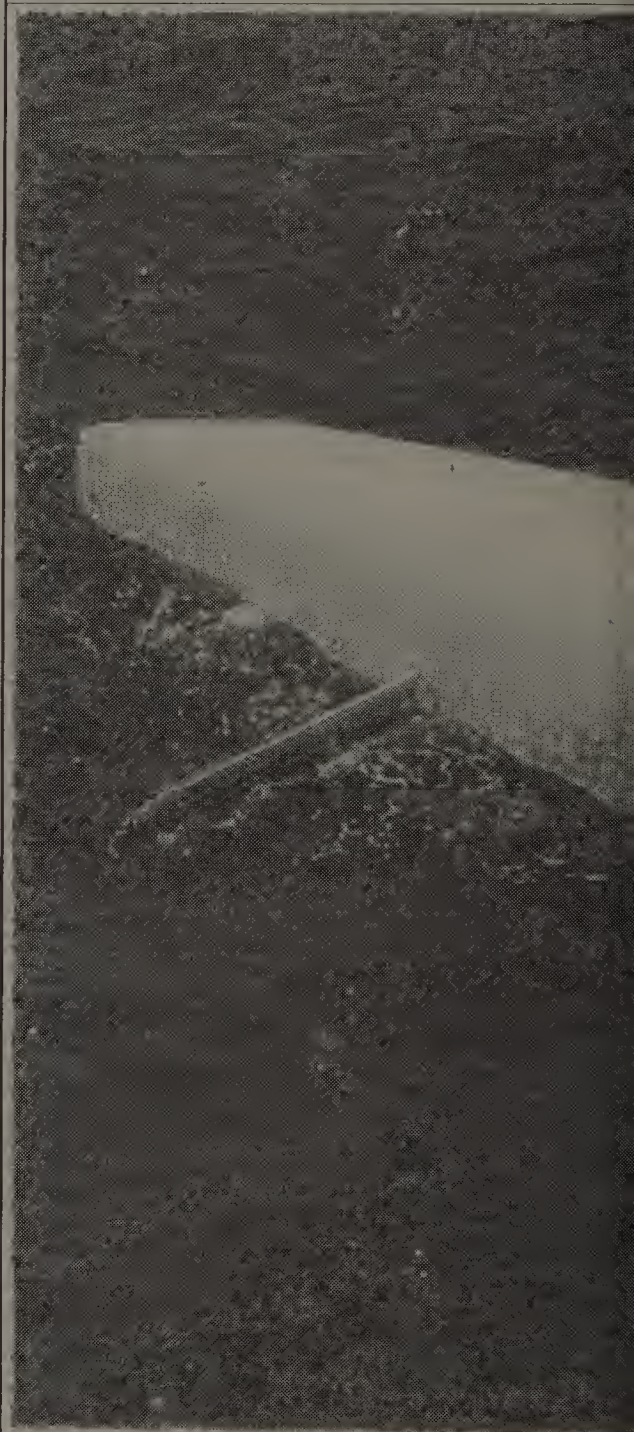
That lucky break probably saved his life.

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more bang

As so many America's Cup crew have learned over the last few years, loud bangs almost always mean something bad is about to happen. The latest to confirm this phenomenon was Chris Dickson and the *Oracle Racing* crew of US 61 (Paul Cayard's former *AmericaOne*). This time, the loud bang was the sound of the keel parting company with the hull. The next thing they knew, the boat was sideways and they were treading water.

The incident occurred on November 22 in light conditions as the team practiced on New Zealand's Huaraki Gulf. There was no warning of the impending failure, just the bang. The 16 crew jumped off and swam clear as the \$6 million yacht went



for the buck

perpendicular. Once the crew realized what had happened, however, they immediately swam back and started trying to prevent the boat from sinking. Pumps from the crash boat were put aboard, a float was installed at the masthead and quite a few scared sailors with buckets (the best bilge pumps) saved the day.

The boat was towed back to Viaduct Basin on her side pretty much as you see her below. There she was righted and lifted back into the compound.

Dickson says the team will likely pay \$20,000 to have the 21-ton keel recovered from 130 feet down, but only for the reusable lead. "It won't be going back in the boat, that's for sure," he emphasized.

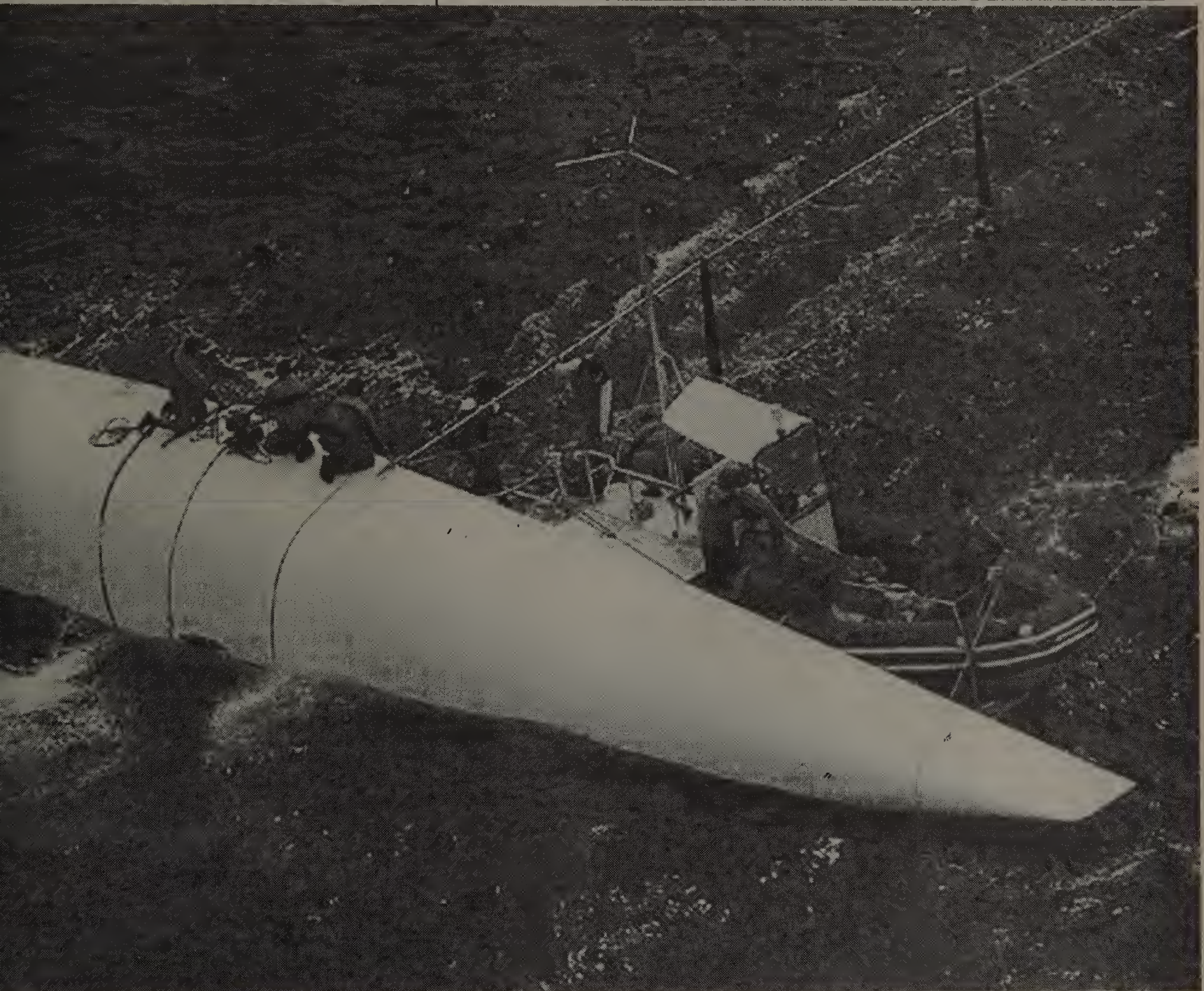
insightful — cont.

In August, in order to get his new prescription, he had his eyes examined by an optometrist at the V.A. facility in San Diego. During this examination, the optometrist noted a growth on the back wall of his left eye. He was immediately referred to an ophthalmologist from the Shiley Institute in San Diego who specializes in retinal problems. That doctor determined he had a choroidal melanoma — cancer of the eye.

Whew, what a surprise! He had never had any discomfort, loss of vision or any other hint there was anything wrong. If the growth had not been discovered during this routine examination, Howard would ultimately have lost his vision, very probably his eye, and the cancer might have spread to other parts of his body.

Detailed photographs and measurements were taken of the growth. I searched the internet and found a wonderfully informative website, www.eyecancer.com. We learned from that and Howard's doctors that the retina has no blood supply of its own. The choroid is the blood

continued on outside column of next sightings page



SIGHTINGS

eyes — cont'd

supply for the retina. Sometimes, for reasons unknown, cells in the choroid 'go nuts' and become cancerous. In North America, six out of every million people get choroidal melanoma every year. I don't know

what the numbers are for the rest of the world. Lucky Howard. By the way, there are no age brackets for this condition — it can strike anyone at any age.

When it was discovered in August, the growth in Howard's eye was about the size of a dime (2.8mm thick by about 10mm across). We were heartened to learn that this is a very slow-growing cancer, and if caught early — as Howard's had been — it did not usually spread. There are varying opinions of when doctors should get concerned about it. If it's very small (under 2-3 mm in height), they just watch it because some people have it for years and years and it never grows. It just sits there. The general consensus from past studies is that if it grows to a thickness of 3mm (remember, Howard's is 2.8), something needs to be done before it spreads to the liver or lungs, two places the bad stuff likes to go.

There are three choices for treatment. Option 1: Watch it for three months or so to see if it grows. If it does they can do Option 2: attack the tumor, or Option 3: remove the eye.

Eye tumors are fought from the inside with a radioactive 'plaque.' This looks like a rounded disc of gold just a little bigger than the size of the growth. During a surgical procedure,

the doctor goes in under the eye and temporarily tacks this plaque to the outside of the eyeball just behind the growth. Howard was somewhat disappointed to learn he wouldn't glow in the dark after this was done. In some parts of the U.S. and the world, patients must stay in the hospital in isolation because of the radiation. In California, we understand that sometimes they put you under 'house arrest' for a week. All patients wear a lead-lined eyepatch for the week the plaque is in. Howard said the eye patch would go well with his earring, but he didn't figure he'd ever become a pirate this way!

After five to seven days the plaque is removed. In another week, an examination is done to see if there is any scar tissue, infection or other complications. Approximately 30 days after that, they check the eye, liver and lungs again. After three to six months, the eye is examined to see if the cancer is growing or has shrunk. Some doctors do liver and lung function checks each month, while others check them after six months. There is no chemotherapy or other radiation done on the eye.

The downside to this procedure is that the patient may experience double vision or other vision problems temporarily — or permanently. Each person is different. I told Howard that if he experienced any of these disorders, I'd keep a special watch on the shoreline when an-

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aliens invade

It sounds like a cross between a B-movie and an urban legend, like the story about baby alligators that grow too big, get flushed down the toilets of (insert city here) and, well, you know. This story, however, is fact: Aliens have taken up residence on the seafloor, waiting for unsuspecting surfers to happen by. And all it took was someone emptying a fish tank into a storm drain.

This 'alien' is a type of seaweed. Its latin name is *caulerpa taxiflora*, and it has already turned vast areas of the northern Mediterranean seafloor into a green desert. It was imported to Europe from the Caribbean because it "looks pretty in tropical fish tanks." Hardier versions were developed especially for this purpose, and



Cheap or fancy, sunglasses play an important roll in eye protection. Don't leave the dock without them!

california coast

yes, you guessed it — it was accidentally released from the Oceanographic Institute of Monaco while the facility's fish tanks were being cleaned.

A patch one metre square was seen in the Mediterranean in 1984. It now covers around 15,000 acres of seabed off of France's exclusive Cote d'Azur. Outbreaks have also been recorded along the coast of Spain and Italy and as far afield as Croatia. Growing at a rate of up to 3.5 inches per day, the fern-like algae spreads like wildfire, depriving the seabed of sunlight and oxygen.

While not toxic to human beings, it releases chemicals that can harm marine animals and simply smothers the sea

continued middle of next sightings page

eyes — cont.

choring.

A variation of this procedure (Option 2a) is to zap the tumor from the outside of the eye with radiation or laser treatments. Sometimes this causes damage and loss of sight to the eye.

As mentioned, Option 3 involved the removal (enucleation) of the eye and you get an artificial one. The upsides are: all the cancer is removed — and the artificial eyes are really very good nowadays. They even move around like real eyes. We understand removal of the eye used to be a default procedure when a person was diagnosed with this disease, but with new advances and technology, people can now often keep their eyes, and what vision they can.

If Option 2 doesn't work — the tumor does not shrink after the plaque treatment — the doctor will automatically go to Option 3.

This whole experience we were suddenly immersed in was made all the stranger because Howard's sister-in-law (who also lives on a boat) developed a cancer in the front of her eye a few years ago. She was not aware of it until she started having vision problems, so her only option

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LATITUDE/ANNIE

SIGHTINGS

eyes — cont'd

was removal of the eye. She now has a great looking artificial eye. She's a neat lady and when she gets bored in meetings or restaurants, she sometimes wigs people out by tapping on her artificial eye with her fingernail.

Well, we didn't like Option 1. This is melanoma, folks! Howard decided on Option 2. His doctors did not feel it was necessary for him to be hospitalized, so on the morning of September 28, a one-hour outpatient surgery was performed at the Shiley Eye Institute in La Jolla by Drs. Goldbaum and Najari. In Howard's case four stitches held the plaque in place. Afterwards, for a week, he wore a very stylish lead-lined eye patch. I knew he would be fine when he came out of the anesthesia insisting he was starving. We had to rush to McDonalds for breakfast. All before 10:30 a.m!

Some people experience pain, but Howard's main complaint was that his eye itched like crazy. The next day we returned to the Institute where the packing was removed and the eye examined. The surgeons said they did not have to cut any muscles around the eye, so it's hoped that Howard will not have permanent double vision.

After a week of laying around and watching the Olympics, we returned to Shiley to have the plaque removed. After another post-op run to McDonalds, he saw the doctors the next day. They found no complications, so the next day we returned to LaPaz to work on the boat.

Howard's biggest complaint after surgery was that his eye itched and hurt when he looked way to the left or right. Because the muscles were pulled and moved around during surgery, his affected eye still doesn't quite track the same as the right. He is supposed to do eye exercises to force his affected eye to move in sync with the other one. His depth perception was also off a bit for a few weeks after surgery. Needless to say, he didn't drive for a while.

As of the end of November, Howard has normal vision when looking straight ahead, but double vision when he looks up, down or sideways. Although his overall vision seems to get more 'normal' every week, it remains to be seen whether or not the double vision goes away completely.

Some individuals who have had this surgery also develop cataracts. Howard already had a cataract removed from that eye and an artificial lens put in, so that's not an issue for him.

We're back in La Paz getting the boat ready to make the trip from LaPaz to Mazatlan and then further south for the winter. Hopefully by then Howard's depth perception will have returned. We'll return to the Sea of Cortez next summer, which will be convenient for Howard's checkup.

We learned from this how important it was for cruisers to have regular eye examinations — and make sure they dilate your eyes and look around inside. This cancer cannot be seen unless the eyes are dilated

— donna maloney

tough going for vendée fleet

New dramas were unfolding almost daily in the Vendée Globe Race as we went to press. The most significant of these was the dismasting of race favorite Yves Parlier a month and a half into the singlehanded, nonstop around the world sprint.

Parlier, who is known as 'ET' (the extraterrestrial) among his peers for his uncanny ability to read weather, was in the Southern Ocean 1,300 miles SSW of Perth in the midst of a 25-knot Roaring Forties depression on December 17 when his world came crashing down. Race officials started to worry when they noted (from Argos telemetry) that *Aquitaine Innovations* had dropped from 15 knots to 6. Several hours later, Parlier radioed simply that he was having 'technical problems'

continued on outside column of next sightings page

aliens

floor, wiping out the local species of seaweed. Once present, it is notoriously difficult to eradicate. France, the worst-hit country, is using a range of costly methods to destroy it. These include the use of plastic sheeting or aluminium film to cover the weed and starve it of sunlight, or employing teams of scuba divers to uproot the plant by hand.

Two independent genetic assessments



— cont'd

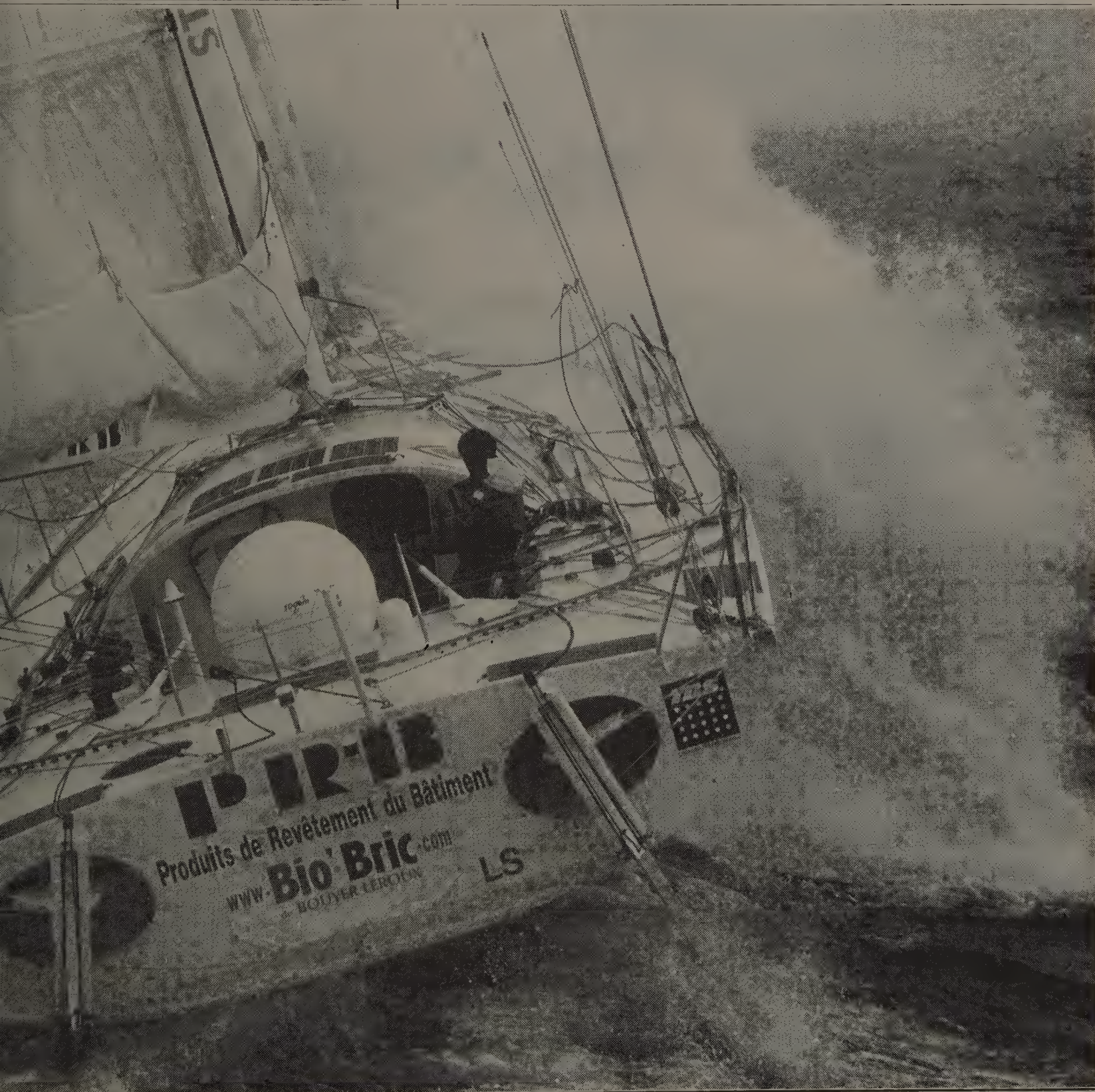
have proved that this same strain has adapted to conditions in California. So far, it has covered 37,500 square feet of sea-floor at Carlsbad, and 215,000 square feet at Huntington Harbour. Scientists are confident they can eradicate these small patches, but are concerned that more of the weed is lurking in other aquariums. It seems only a matter of time before there

vendée — cont'd

and was okay. Incredibly, Parlier called in the next day to say he had rigged a stub mast, was repairing the big mast — and was still racing!

Parlier was pushing the boat hard, obviously too hard, when the accident occurred. He was trying to regain the lead he'd relinquished a week earlier when he made an unusual (for him) tactical blunder that allowed two boats to sneak by. At the time of his dismasting, *Aquitaine Innovations* was tracking two knots faster than anyone else, intent on overtaking leader Michel Desjoyeaux on *PRB* (pictured below) and Roland Jourdain on *Sill*. Parlier had made up about half his 300-mile

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THIERRY MARTINEZ (<http://64.23.31.78/>)

SIGHTINGS

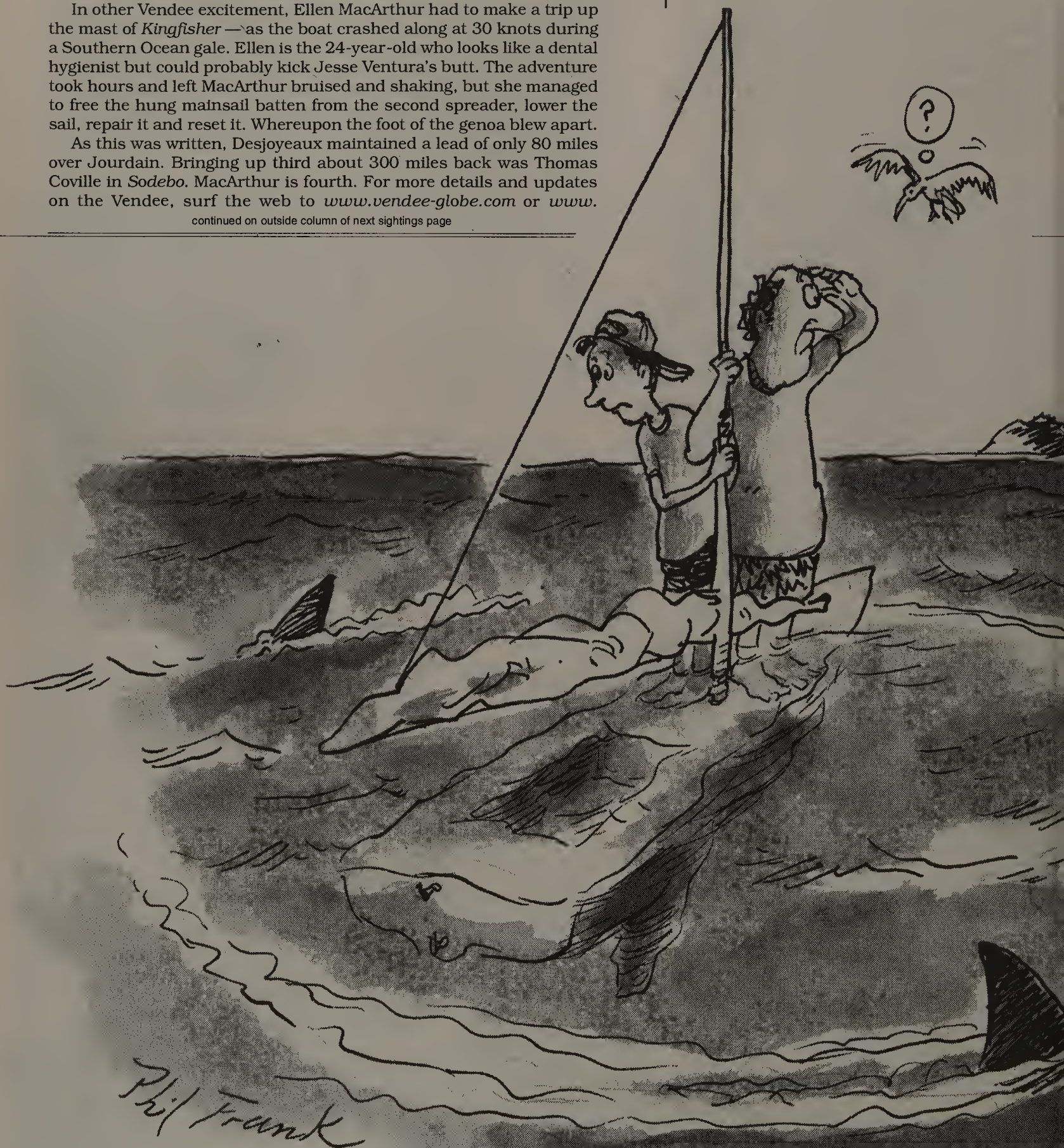
vendée — cont'd

deficit when the mast broke.

In other Vendée excitement, Ellen MacArthur had to make a trip up the mast of *Kingfisher* — as the boat crashed along at 30 knots during a Southern Ocean gale. Ellen is the 24-year-old who looks like a dental hygienist but could probably kick Jesse Ventura's butt. The adventure took hours and left MacArthur bruised and shaking, but she managed to free the hung mainsail batten from the second spreader, lower the sail, repair it and reset it. Whereupon the foot of the genoa blew apart.

As this was written, Desjoyeaux maintained a lead of only 80 miles over Jourdain. Bringing up third about 300 miles back was Thomas Coville in *Sodebo*. MacArthur is fourth. For more details and updates on the Vendée, surf the web to www.vendee-globe.com or www.

continued on outside column of next sightings page



aliens — cont'd

is another accidental release.

Dr. Jan Pawlowski of the University of Geneva, Switzerland, stated "In places where it becomes dominant, it changes the ecosystem." Writing in the journal *Nature*, his team warns that the weed must be rapidly eradicated to prevent a new infestation.

Over 500 scientific papers have been published on the subject of *caulerpa taxiflora*, mainly in French.

— Peter Marsh



the last voyage of the surfwind

This past summer, my family and I went on our annual week-long vacation to Holden Beach, a barrier island on the North Carolina coast. My father, brother and I almost always take along Dad's Hobie Cat for some recreational sailing up and down the island. However, since we were expecting inclement weather, we opted to bring our 10-ft Sears SurfWind sailboat instead. The SurfWind — which looks very much like a Sunfish — is at least 35 years old. Dad got it at a substantial discount (free) after a local boat dealership was damaged in a fire. This boat has been through more than any vessel should have had to endure, in and out of the water.

Against my better judgment, Dad and I decided to put her to sea after 15 years in dry dock. Lured into a false sense of security by three flawless trips up and down the inland waterway in front of the island, we decided to venture into the open sea. After getting past the breakers, we found the sea was remarkably smooth. Glassy smooth. Deceptively smooth. After 30 minutes of passing back and forth in front of the house, we decided to take her out a bit further.

While being entertained by a group of porpoises, we failed to notice the deck of the boat slowly sinking to meet the surface of the sea. When we finally did notice the boat was riding lower and becoming distinctly more sluggish, I leaned over the back to check the drain plug — or in this case, the drain hole where the plug used to be. Initially, we were not overly concerned. After all, according to my father, the index finger of the first mate (me) was a perfect fit for the drain hole.

Because I couldn't reach the drain hole from on board, this meant I had to get into the water. The idea was that I would stick my finger in the hole and Dad would tow me back to dry land. Unfortunately, as I was easing myself into the water, my lifejacket caught on the rudder pin, and the pin, rudder and what remained of our optimism disappeared into the Atlantic.

Necessity is indeed the mother of invention. The body of a first mate, we discovered, cannot only fill drain holes, but is also capable of acting as a makeshift rudder. Not that it's easy, mind you. Learning to steer the boat with my body while holding on with one hand and keeping the index finger of my other hand in the drain hole took longer than I thought. Eventually I got the hang of it and we started heading back to shore, which was now barely visible. After a few minutes, I noticed a large body in the water very close to me and was happy the porpoises had decided to return. Then, I noticed a rough sensation along my left leg, and I was turned sideways by something catching my lifejacket.

Although I am not a rebellious person by nature, the time for mutiny had arrived. Against orders, I re-boarded our crippled craft as is only possible when one's body has pumped its year's supply of adrenaline in two seconds. Only then did I notice 12 inches of non-mammalian fin projecting from the water. The body in the water beside me was not a porpoise, but a hammerhead shark. This shark, almost as long as our 10-ft boat, was circling us. His pectoral fin had brushed against me, leaving a strawberry almost the length of my leg, and turned me sideways as the fin caught my lifejacket.

Taking on water again, being sized up by not one but (we now noticed) two big hammerheads, and with the Discovery Channel's highlights of "Shark Week" running through my head, we decided this was as good a time as any to panic. "Let's swim for it, son," Dad suggested.

I decided instead to take the last of our options that didn't include drowning or being eaten alive: yell at the distant boats we saw. My father halfheartedly waved his T-shirt at waist-level. I politely but firmly relieved him of his shirt and began screaming and waving at any boat within our line of sight. Two shrimp boats passed us, waving back cheerily. Finally, a 30-ft catamaran changed course to head toward us. I was relieved beyond words when they finally threw us a line. When he noticed the sharks, the fellow who threw the line said, "Don't pay them any mind. They only eat the locals."

Imagine my surprise when I recognized the speaker as a college friend with whom I'd sailed a bit in the past. He grinned and shook his

continued on outside column of next sightings page

SIGHTINGS

last voyage — cont'd

head. "I should have known it was you, Richardson! If your brother were here, we'd have the *three stooges*!"

When we returned home at the end of our vacation, I helped Dad put the boat back on its rack behind his house. Our sunburn was fading and our egos mending, but nobody mentioned looking for a new rudder or another drain plug. I think we both knew that we would never take her out again.

— jonathan richardson

human side of cruising

Anyone who's read *Fastnet*, *Force 10* or the bestselling *Annapolis Book of Seamanship* will understand why Sausalito's Modern Sailing Academy is excited to have author/sailor John Rousmaniere as the co-host of their January 13 seminar on Offshore Sailing and Seamanship.

continued middle of next sightings page



jibing a turbosled — the 12-step program

Okay, class, pay attention. We'll only go over this once. The following are the steps involved in jibing the humongous — 4,400 square feet! — masthead asymmetrical kite on a turbosled, as learned recently on Doug Baker's Andrews 70+ *Magnitude*:

1) Dee (tactician) hollers 'stand by to jibe'. Dodd (foredeck) immediately questions the wisdom of this call.

2) The guests (four or six non-sailors brought along as rail meat) are informed what is about to happen, and where to go so they won't be killed.

3) The 37-foot black carbon spinnaker pole sticks 11 feet past the bow of the boat, so there is often a staysail or a jib up to fill the slot. This comes down for the jibe.

4) The pole is eased forward a foot or two until it is up to the headstay, and the leeward guy is tensioned.

5) Dee calls 'jibing'. The new guy is ground on while the old one is eased. Both guys go through dual 12-foot aluminum jockey struts which remain in place throughout the downwind leg, looking like 'curb feelers'.

6) The old spinny sheet is let forward in a controlled manner as the boat begins the jibe. The kite rotates out in front of the boat, staying full (hopefully). Only when the clew is at the centerline (headstay) does the old sheet get 'burned' as the new one comes on. The spinny sheet is continuous and about 300 feet long, and this process takes three foredeck guys 'tractoring' the new sheet, two guys spinning the coffee-grinder handles for all they're worth, and Sam (headsail trimmer) tailing as hard as he can. "Grind like you're pulling Ted Bundy off your sister!" he yells, or words to that effect, at his helpers.

7) Simultaneously, Keith (main trimmer) throws the main over. The runners aren't an issue, as all the load of the masthead kite is pulling against the top of the mast.

8) Here comes the coolest part: When everything is steady again on the new jibe, Dodd pulls the clevis pin at the base of the headstay and disconnects it! He lifts the headstay over the spinnaker pole and reattaches it. None of the other active turbos (*Pyewacket*, *Zephyrus*, *Grins*) do it this way. Dodd and Keith pioneered this technology, which is illegal in IMS and TransPac, but allowed under PHRF. So far just a few other boats (*Locomotion*, *Medicine Man*) have picked up on it.

9) The foreguy, which attaches to a 10-ft strap that runs out of the bow at the waterline (in order to get any downward angle), is eased. The spinny pole is then ground back a few feet — though it seldom comes back further, as the boat creates so much apparent wind that it usually reaches rather than runs downwind. In fact, turbosleds sail downwind at speeds generally just a knot or two under the true windspeed.

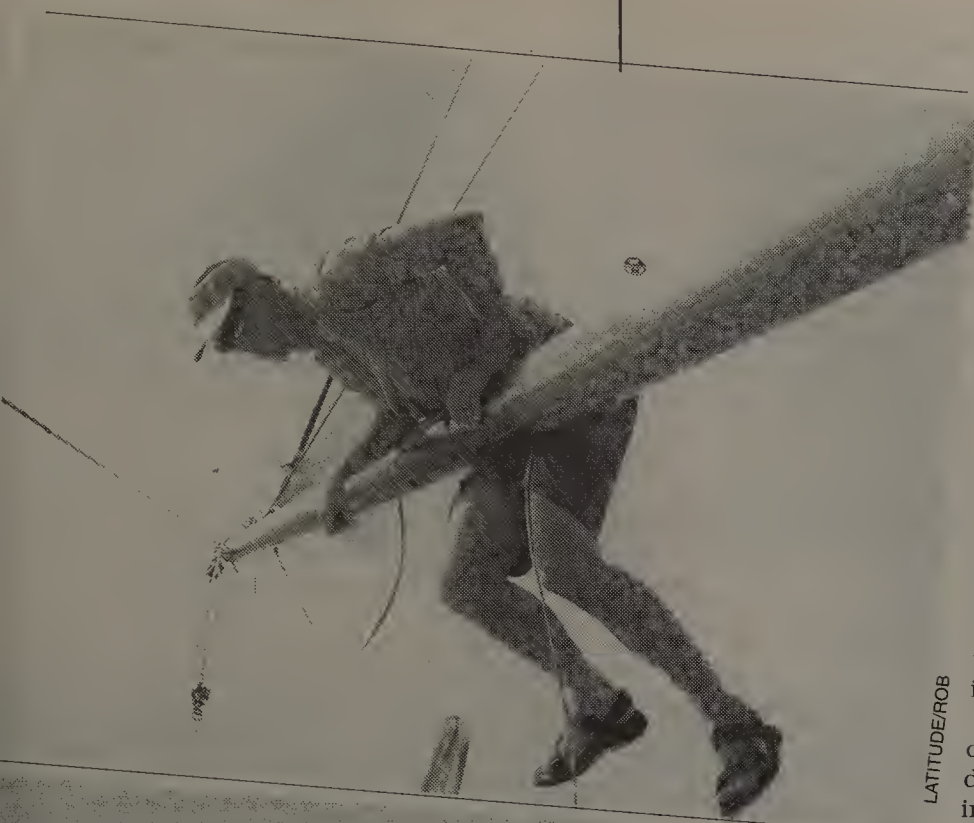
10) Jib or staysail goes back up. Huffing and puffing subsides. Guests are reassembled in safe zones and checked for missing toes or fingers.

11) Baker (driver), ever cheerful, says 'nice job, everybody'. Dee congratulates himself on a perfect layline call. Dodd disagrees and goes semi-ballistic. Dee tells Dodd to shut up.

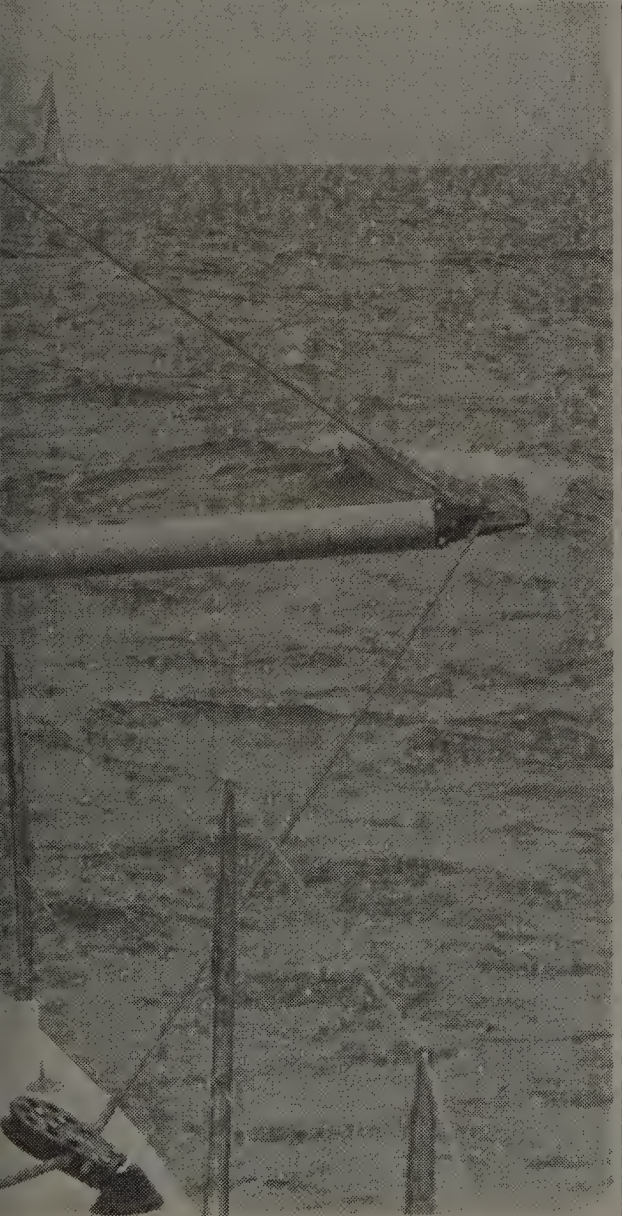
12) Bones (grinder) asks for and receives a beer, which he downs in one gulp. Others follow suit, or ask for water. Jokes and wise cracks begin anew. Everyone stands by for the next maneuver. . .

Easy, huh? Actually it's not too bad — at least compared to wrestling the kite down at the leeward mark. But that's a lesson for another day.

Class dismissed.



LATITUDE/ROB



LATITUDE/ROB

starting from scratch

Seayanika was nothing but a bare hull, sitting across the street from our house in Vista, California. She looked more like Noah's renowned Ark lost on a hilltop, than a vessel capable of transporting us around the world beginning October 2002.

We'd been in the market for a used sailboat in the 40-plus foot range to overhaul and take around the world on an eight to ten year adventure. But every boat we'd looked at was either out of our price range or 'not quite right'. One thing we knew we *didn't* want was a new boat with an astronomical monthly payment. Then on the fateful day, we saw an ad in one of the local boating weeklies advertising a bare hull, with loads of parts, at a fraction of their original cost. My husband Erik was intrigued; I was horrified. He couldn't seriously be considering building our yacht practically from scratch in the three years left before our departure! Oh, but yes, he was. The lure of designing, fabricating, sanding, improving and improvising was just too heady for my general contractor husband, so off we went to take a look at this 1974 Cal 46 factory-built hull.

She was sound, she was fair, she was a bargain — and in no time at all, she was ours. The professional and friendly experts at San Diego Boat Movers that helped us relocate her swore she made it up to 55 mph on her freeway jaunt from Costa Mesa to Vista. I'm pretty sure that will be her top speed, ever.

Her name came about in the usual way. What were we going to call this huge hunk of fiberglass perfectly framed in each of our front windows? We tossed out all the philosophical and rhetorical possibilities and settled on the more apropos *Seayanika* — 'Sea ya,' as in good-bye with a nautical twist, and 'Nika', the name of our 16-year-old daughter, who would not be accompanying us on our voyage.

Before his recent retirement, Erik was a general contractor building upper-market custom homes, although he's hardly new to the marine environment. Aside from being co-owner of Vader Marine, he has built two smaller vessels, has a registered patent for a fishing lure holder called the 'Lurack', and has manufactured quality teak tables and tackle centers for sportfishing yachts. Even though I can't make any similar claims, I do have the traveling experience as I have previously been around the world twice and am a freelance translator in six languages.

Well, a year came and went while Erik finished up his house building obligations. Meanwhile, across the street *Seayanika* perched, a constant reminder of work to be done. Erik plotted, pondered, discarded and designed, in his head and on paper, the ideal cruising boat for our needs. Last summer he even made a detailed 1/16th scale model of *Seayanika*, which he sailed in our backyard swimming pool on lazy afternoons. Then one glorious morning Erik sat up in bed and said, "I'm officially retired now, so I'm going across the street to work on the boat."

Erik already had every tool, toy and construction implement known to man, including power saws, drills, routers, planers, compressors — and battery-powered backups for most of them. He also owns his own Bobcat tractor, which I must admit came in handy when the lot needed grading to accommodate the boat. To complete the boatbuilding arsenal, he purchased a remote power generator, tig welder, airless paint sprayer, a power washer and a chipper/shredder. (What was that for?)

It's amazing what can be accomplished in such a short time when the will and desire — not to mention the tools — are in abundant supply. In less than three months that bare hull has been transformed into a full-scale boat building factory, complete with fenced-in areas, storage shed, power generation, roofing and wraparound scaffolding. In the past two months, all the bulkheads have been tabbed in, the majority of the stringers have been put in place and the beginnings of a deck are taking shape. Aluminum grid flooring systems were designed, fabricated and installed, along with cutting and installing the plywood sole.

We've heard and read many accounts and reasons why building a boat from scratch or a bare hull is fraught with disaster. Stories of

continued on outside column of next sightings page

human cruising

While he will, of course, be sharing tips on equipment and various techniques of proper seamanship, there is another nuance of offshore sailing that has been on Rousmaniere's mind lately. After giving a seminar last March in preparation for the West Marine Pacific Cup, it occurred to him that perhaps there is too much emphasis being placed on equipment and not enough focus on what he calls "the human side of cruising."

It's Rousmaniere's contention that in addition to getting their boats' systems together, would-be cruisers also need to get their thoughts, attitudes and emotions together if they are to have a successful cruise. "The human side of cruising is very important," he says, "in terms of making sound decisions, getting adequate rest and nutrition, and dealing with various



— cont'd

psychological factors. People need understand their fears to deal with them. They need to know how to keep their crew happy, and to work together efficiently."

He also makes the point that going cruising is not an effective solution for personal or interpersonal problems: "Often, in fact, personal problems become exaggerated offshore," he says.

Co-hosting the seminar will be Modern Sailing's head instructor, John Connolly, who has taught hundreds of courses and sailed thousands of miles offshore. A "Storm Strategy Roundtable" will also be featured.

The full-day seminar runs from 9 a.m. to 5 p.m., January 13, at San Francisco's Golden Gate Yacht Club. Tickets are \$125 in advance or \$150 at the door. Call (800) 995-1668 for reservations and further info.

starting from scratch — cont'd

divorces, bankruptcies, disillusionment and unfinished projects abound. We believe we have looked at all the possible pitfalls and have prepared and planned accordingly. We also have the faith and assurance of a few marine product leaders who believe in our dream.

So woe be it to the naysayers! We have the time, the finances, the health, the skills, the commitment and the desire (and the tools!) to complete this project, on time and professionally. Stay tuned!

— katriana vader

Katriana and Erik — We've got our eye on you now; don't let us down!
Readers — we'll keep you updated.



Funny. Katriana and Erik don't look delusional (just kidding). Below, 'Seayanika' arrives at the build site.



PHOTOS COURTESY KATRIANA AND ERIK VADER

coast watch

From mid-November to mid-December, Coast Guard Group San Francisco responded to 86 search & rescue incidents including 10 "uncorrelated distress/*mayday*" calls — these are possible hoax/false report cases. When you take into account boat, cutter and helicopter expenses, uncorrelated distress/*mayday* cases unnecessarily cost the American taxpayers about \$32,000 during the period.

November 15 — Station Monterey was notified of a 30-ft vessel just off the rocks near Asilomar State Beach. There is a great search & rescue partnership in Monterey County between local and federal authorities and the case was declared a "Coastal Incident" by that partnership. A Coast Guard 47-ft motor lifeboat was launched but didn't find anything. In fact, no vessels were sighted in the general area at all! It turns out the reporting source was a golfer who reported the incident to the Pro shop who in turn did the right thing and called 911. The golfer (presumably having a bad round) left and could not be located again to provide further amplification. Although this is certainly an unusual case, we often get cell phone reports from "Good Sams" who are not willing or able to give us further information. If you do happen to observe a fellow mariner in distress and are unable to render assistance directly, please contact the Coast Guard immediately (through 911 if necessary) and stay on-scene if at all possible. If you have to leave, please let us know how we can get hold of you to get all the information necessary to handle the case.

November 26 — Group San Francisco received a 406 EPIRB (Emergency Position Indicating Radio Beacon) hit from a 47-ft sailing vessel. This EPIRB had been properly registered by the owner, who we immediately tried to contact. That's when the proverbial goose chase began. To make a long story short, the vessel had been evicted from its marina and the owner could not be found. This is but one of numerous cases where we were unable to track down the owner/operator after receiving a 406MHz EPIRB alert, despite significant research and effort. 406MHz EPIRBs are more expensive than 121.5MHz EPIRBs because they offer more accurate positions and correlate the beacon to the owner/operator. Even if the satellite is unable to lock onto the beacon's position, we are often able to narrow down the probable location based on interviews with people contacted using the registration information. If you own a 406 MHz EPIRB, please take advantage of its advanced capabilities and ensure your registration is up-to-date. This can be done simply either on the Internet at <http://www.sarsat.noaa.gov/beacon.html>, or via telephone by calling (301) 457-5678. Be sure to update your registered information when needed, including registering a new owner if you sell the unit. We can't save you if we can't find you!

November 30 — We received a call from the 47-ft cutter *Sea Major* stating that the owner/operator was washed over the side after a 25-ft wave hit the vessel. This case is being covered as a separate article elsewhere in *Sightings*, so I won't repeat the whole thing. It was a very tragic as well as heroic case. Unfortunately, we were not able to find owner/operator Scott Smith, the person overboard, or even any other of the various floats that reportedly were thrown from the vessel after he was found missing along with the vessel's wheel. The case took place in very arduous conditions and taxed our people and equipment to the max. Even though we all felt very frustrated in not being able to save Mr. Smith, there were heroic efforts from our men and women involved in the search in 20-ft breaking surf, in the fog, and at night. If you'd like to see how the world's most advanced rescue boat handles in 16-ft surf, please check out the several online video clips of CG 47-ft MLBs at work at http://www.uscg.mil/hq/g-a/47/mlb/whats_new.htm — or see the feature article on them, also in this issue.

December 3-5 — Our 24/7 Operations/Communications center on Yerba Buena Island received a variety of *mayday* calls from an adolescent in the evening on three consecutive days. These initially sounded like pretty serious reports, including a boat fire, grounding and man overboard situations. As is usually the case, we immediately issue Ur-

continued on outside column of next sightings page

domino



Throughout the world, boats are regularly hauled and supported with hardstands — it's cheap and easy. We take for granted the skills of the yard crews in blocking and supporting our precious investments and homes. Every now and then, however, a lapse of judgment leads to serious damage.

A case in point occurred on December 19, 2000, just as we were leaving The Bight restaurant at the boatyard of Peake Yacht Services, in Chaguaramas, Trinidad. We heard a loud and prolonged "Crrrrnnnnnnccccchhhhhh". About 50 yards away, *Tatania IV* of Hampton, an Explorer 45 weighing 20 tons, had slipped off its stand and rolled onto a sloop named *Freeway*. The masts of both boats were broken in the accident, and one of these masts fell onto another boat, *Ariana* — which ironically was owned by the owner of the yard.

Fortunately, no one was hurt seriously, but the owner of *Tatania IV*, who was in-

effect

One boat fell, three were damaged in this boatyard accident in Trinidad.



side the boat, was cut by flying glass and suffered a few bruises from being tossed about the cabin. He and his wife had just finished a lengthy rebuild of the boat, and were planning to launch just two days later. They had been on a hardstand (cradle) nearby but, being bothered by sanding dust from nearby work, had asked to be moved — and had been that very morning. Evidence suggested that *Tatiana's* unusually long, sloping keel might have contributed to the accident.

The boat was supported by two sets of blocks — one under the short, horizontal section of the keel, the other under the sloping, forward section. The boat slipped aft, toppling the side supports and allowing the boat to roll toward *Freeway*.

The Travelift operator at an adjacent boatyard had hauled *Tatiana IV* a few years ago, and remembered the unusual keel and the special steps they had taken to support the boat securely.

— name withheld by request

coast watch — cont'd

gent Marine Broadcasts (UMB) over the radio where we ask you, our "partners in helping us protect" for further information and help. Many of you responded from the locations where the boy claimed he was located with reports that nothing was amiss. These many eyes on the water (as well as the radar 'eyes' of Vessel Traffic Service) kept us from unnecessarily launching crews by water or air. This saved a lot of taxpayer money and conserved our response capabilities for the real cases. With some patience from our radio watch, some updated direction finding gear we're implementing and the help of the FCC, we were able to locate the vociferous lad! Probably needless to say, but issuing a hoax distress call is a federal crime (both civil and criminal). This 14-year-old hoaxster has since been turned over to his juvenile probation officer and his parents will be cited by the FCC. Making hoax calls is not a victimless crime; it places the rescue crews at unnecessary risk and could delay our response to a real emergency. Thanks to all of you who helped in this case!

December 12 — Finally, in still another 'strange but true' EPIRB case file, we received notification of a 121.5 EPIRB activation in the Sacramento River area from another of our 'Partners to Protect', the Civil Air Patrol. They were tracking down the signal in the vicinity of Brannan Island State park. With the help of a Station Rio Vista boat, the EPIRB was located stuck in the mud, attached by line to a tree, and with the serial numbers scratched off. There were no signs of distress or any other clues as to why it was there. Go figure. We suspect that this EPIRB may have been planted in an attempt to distract authorities for whatever reason. If you do own a 121.5 MHz EPIRB and plan to dispose of it, please ensure it is disposed of properly.

Sail safe out there and Partner for Protection!

— captain tim sullivan, uscg

'made in america still going strong

The fact that there are no Americans in this year's Vendée Globe Race no way means no Yanks wanted to be there. In fact, regular readers will know Alameda's Bruce Schwab wanted to make it in the worst way. The co-creator of the *Made In America* syndicate (with designer Tom Wylie), Schwab lobbied tirelessly for support to finish his Open 60 in time for the November 9 start. Unfortunately, that effort fell short.

Made In America goes on, however. Bruce already has his sights set on the 2003 Vendée. "But I'll be a lot better prepared because I'll have three years on the boat by then," he says.

That's right, the soon-to-be-named 60-footer is nearing completion at Steve Rander's Schooner Creek Boat Works in Oregon as we speak. *Made In America* has secured backing from a private individual that will take care of the remaining build costs. The boat is due to be launched as soon as late February/early March, and will be in the Bay in time to compete in its first race, the Singlehanded Farallones, on April 14. Readers and supporters will then get to view the boat up close at the Sail Expo Boat Show in mid-April. Following that will be the Atlantic Challenge in 2001, the Jacques Vabre, the Gold Race and other events that should stand Bruce in good stead for the Vendée.

The significant contribution of the unnamed sponsor entitles him to name the boat. That name had not been finalized, but per his desires, it will likely reflect a 'clean ocean' theme.

According to Schwab, *Made In America* has secured a total of almost \$1 million in backing so far, much of it from an army of private supporters. To seriously campaign the boat, they'll need at least that much more.

For more on *Made In America* (aka 'Team Wylie Wocket'), take a look at their nifty web page: www.rigworld.com. Bruce — who resigned his position as head rigger at Svendsen's to devote full time to MIA, can be reached at (510) 562-4466.

SIGHTINGS

short sightings

PERU — Most 'yachties' are accomplished, friendly people who are having fun living out their dreams. But not all. Take, for example, the crew of the sailboat *Carisma*, last spotted in Costa Rica in November. Aboard at that time were Vladimiro Montesinos and a decidedly motley crew. Montesinos was the security advisor for ousted Peruvian President Alberto Fujimori. A videotape of Montesinos apparently bribing a congressman led to the scandal that eventually toppled Fujimori, who is now in Japan. Montesinos, who is wanted on charges of everything from money laundering to directing death squads, first fled to Panama. Denied asylum there, he returned to Peru where he remained in hiding for a while. He then slipped out of town under the cover of darkness aboard the yacht (whose type was not specified in the Associated Press report). After a week's sailing, Montesinos and several loyal members of his security detail reached Isla Isabela, one of the remote islands in the Galapagos chain, which lies about 600 miles west of Ecuador. While there, Montesinos found out that Swiss authorities had frozen more than \$48 million in bank accounts linked to him. Despite — or per-

continued on outside column of next sightings page

2001 sailing calendar

Express lane, no waiting — somewhere in the vicinity of where you non-subscribers picked this issue up, there will be an extra stack of publications bearing the *Latitude* logo. Be sure to pick one (or a few) up — and leave at least one on your boat. They are the *2001 Northern California Sailing Calendar and Master Schedules*, and inside you'll find the dates and times for virtually every significant event scheduled for the coming year.

Most of the *Calendar* has to do with

lookin'

Two kites are better than one — Dennis LuChay's 'Sea Dragon' looking good as she



— get 'em while they're hot

racing, but you 'smell the roses' types will appreciate weekend current tables, guides to junior sailing programs, lists of sailing-oriented websites and lots more. Racers will appreciate rules review, guides to Bay Area racing marks, an official protest form and the most complete listing of racing dates we were able to assemble. We also hope everyone will appreciate and support the many fine advertisers that make the *Calendar* possible. Best of all, like *Latitude* and the wind, they're free!

good

glides past the East Brother lighthouse during last September's Jazz Cup.



COURTESY DENNIS LUCHAY

shorts — cont'd

haps because of — their newfound poverty, the security men/crew decided to stay aboard. Montesinos is thought to be headed for Venezuela.

RICHARDSON BAY — Early last month, the Marin section of the *San Francisco Chronicle* ran an interesting and somewhat lyrical article by Alex Horvath about living aboard on the hook in Richardson Bay. Two of those interviewed were Jim Allison and Corie Cotton of the 29-foot Pearson *Montana*. Allison used to pay \$400 a month to keep the boat in a marina — presumably Pelican — until they started to rebuild the harbor. Allison and Cotton noted some pros and cons of living on the hook. On the positive side, it's cheap. On the negative side, they say it's 10 degrees colder than ashore, on stormy nights you don't get any sleep, and sometimes when you return to your boat, it isn't where you left it. "This is not a viable alternative for someone who is simply looking for cheap housing," warned Allison. They said the tough living conditions did result in a strong sense of community.

Another featured anchor-out was Robert Legere of the well-equipped 75-foot schooner *Chantal*. Legere claims to have cruised much of the world, but says he likes to come back to Sausalito "because it's one of the greatest places in the world to meet women who just want to go cruising." Legere admitted he was looking for a "long-haired heater" — his term for a new girlfriend. Preferably a blonde. It seems to us that Sausalito used to be one of the greatest places to meet women who wanted to go cruising, but that was in the '60s and '70s. Of course, maybe Legere knows something we don't.

Anyway, we thought it was a fairly accurate and balanced article — with one exception. Horvath neglected to mention that it's illegal to keep a boat on the hook or a mooring in Richardson Bay without a permit. And no permits have been issued. Not that this seems to have stopped anyone.

MID-ATLANTIC — Scientists in deep-sea submersibles stumbled on a spectacular geological 'garden' 3,200 feet down in the Atlantic last month. They nicknamed the football-field size area "The Lost City." Features of the 'city' include huge spires the size of redwood trees made of mineral deposits laid down over hundreds of thousands of years. The deposits come from nearby thermal vents — fissures in the Earth's mantle where the tectonic plates bump and grind together. These formations, much larger than any encountered before in other deep-sea vent areas, occur on a piece of crust that is about 1 million years old. Most vents occur where the crust is much younger. Oddly, there was a puzzling lack of life around the vents — floating mats of microbes were about it.

PORTSMOUTH, VIRGINIA — The Coast Guard rescued all 34 crew from a cruise ship foundering in the storm-tossed Atlantic on Sunday, December 17. The 600-ft *Sea Breeze* had been headed from Halifax to Charleston for repairs when the engine room began flooding about 1 p.m. The crew was unable to stem the inflow and put out a distress call. Two HH-60 helicopters and two C-130s rushed to the scene, about 200 miles east of Cape Charles, Virginia. Despite the heavy rolling of the disabled ship in 20 to 30-knot winds and 25-ft seas, the helos got all 34 crew off the ship (no passengers were aboard) before it sank. (The 30 people aboard one helo — 26 *Sea Breeze* sailors and four Coast Guard crew — was the largest crowd ever aboard an HH-60.) All crew were transported to Oceana Naval Air Base in Virginia Beach, where they were treated for mild hypothermia. The ship went down in 4,300 feet of water and so poses no threat to navigation. The Coast Guard will investigate the incident in collaboration with the Panama Maritime Authority, which registered the ship.

ON THE BAY — Under a new plan by the Golden Gate Bridge District, plain-clothes cops will be stationed aboard ferries to crack down on passengers who ignore the 'No Smoking' signs.

THE RACE

Every obstacle, it was said, was against the travelers, every obstacle imposed alike by man and nature. . . .

— Jules Verne, *Around the World in 80 Days*

On December 31, 50-some sailors on six boats departed Barcelona in an event unprecedented in sailing. Never before — in any sport — has more power, majesty, technology, terror and manliness interfaced on such a grand scale as in The Race, a 27,000-mile nonstop dash around the world that could be won as early as March. The pioneering aspect

But certainly not out of the headlines. Pete Goss and the six men aboard *Team Philips* had to abandon their radical 120-ft craft in early December.



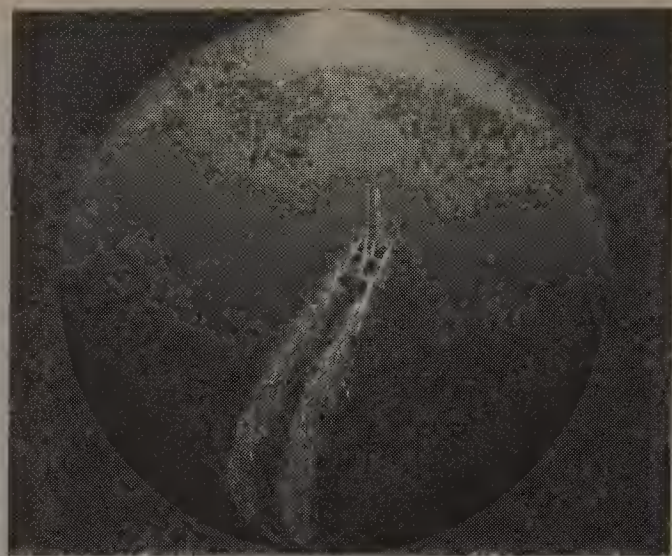
WWW.DPPI.NET

Against all odds: Cam Lewis's 'Team Adventure' made it from the drawing board to reality — to the start of The Race — in under a year.

alone tempts comparisons to Peary's Arctic expeditions, Hillary's ascent of Everest or Lindbergh's historic flight across the Atlantic.

In practical terms, The Race is part competition, part grand adventure, part engineering field experiment, part marathon, part survival training — and mostly a wilder ride than Mr. Toad could ever have imagined. The arena includes some of the roughest and most remote waters of the planet, and extremes of climate that threaten heatstroke at one end and hitting icebergs at the other. All this aboard boats that chart new territory in design, handling and speed. Any of these boats can sail faster than the Navy's quickest destroyers, with occasional bursts that approach freeway speeds. To continue one analogy, it's a bit like strapping Lindbergh into the cockpit of an untested Space Shuttle and blasting him to the moon.

Since last month's preview, one competitor has dropped out of The Race.



Days of thunder — the 'new' PlayStation launches through a wave. The new bows grafted on to help prevent nosedives are each 12 feet high. Above, a maxi cat shreds the watery planet.



GILLES MARTIN-RAGET (www.martin-raget.com)

—CLASH OF THE TITANS

Team Philips had been training for several days in the North Atlantic when she got caught in a mini-version of the 'perfect storm' — a convergence of several weather systems and wave trains that battered the boat. In near-hurricane force winds and high seas, the team ran off to

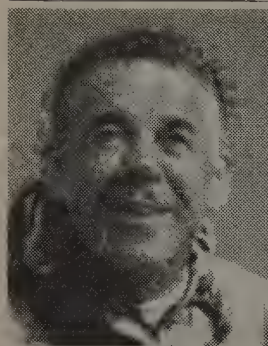
the northeast, trailing warps, sea anchors and anything else they could find and still sped along at 29 knots — with no sails up! On Saturday afternoon, December 9, a series of waves hit the rear crossbeam and crew pod (which is 17 feet off the water), damaging it and the boat's steer-

ing system. Although all aboard were still okay, the boat was still rapidly running away from the shipping lanes and the weather was forecast to get even worse. Some 750 miles west of Ireland, Goss made the painful but prudent decision to abandon. He issued a *mayday* call and the crew was picked up the next day by a German container ship which dropped them off a week later in Halifax.

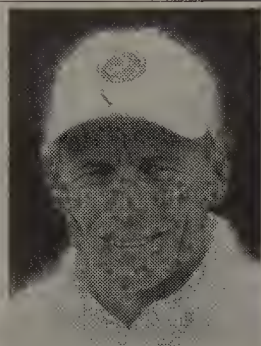


GILLES MARTIN-RAGET (www.martin-raget.com)

THE RACE



Tony Bullimore.



Grant Dalton.



Steve Fossett.



Cam Lewis.



Roman Pazke.



Loïck Peyron.

THE SKIPPERS

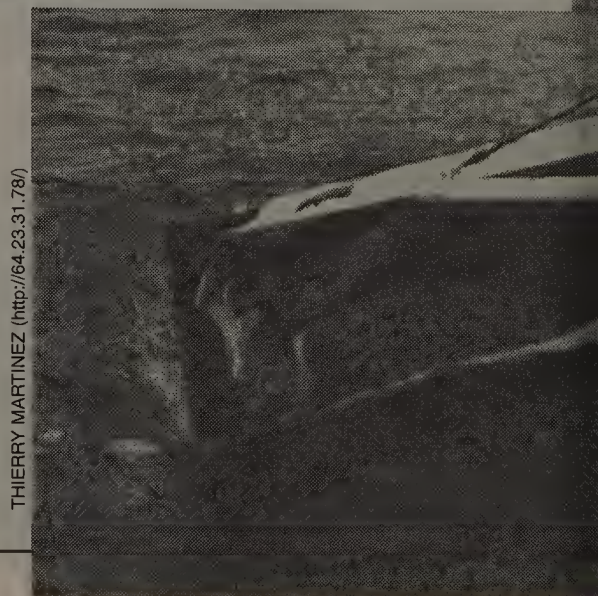
skipper	age	nat.	boat	number of crew*	claim to fame
Tony Bullimore	61	GBR	<i>Team Legato</i>	N/A	Bullimore's energy and experience are near legend. In a racing career that spans three decades and a quarter million miles, he has won countless multihull contests in Europe and the Atlantic. He is perhaps best remembered, however, for his amazing rescue in the '96 Vendée Globe. When the keel fell off his 60-ft <i>Exide Challenger</i> 1,200 miles southwest of Australia, Bullimore holed up inside the upside-down hull for five days before he was rescued.
Grant Dalton http://www.catamaran.clubmed.com/	43	NZL	<i>Club Med</i>	13	A five-time round the world racer, Grant Dalton was a 20-year-old crewman aboard the winning boat <i>Flyer</i> in the '77-'78 Whitbread Race. In '85-'86, he was Peter Blake's watch captain on <i>Lion New Zealand</i> , which finished second. As skipper, he had second place finishes with <i>Fischer & Paykel</i> in '89-'90 and <i>Merit Cup</i> in '97-'98. He skippered the winning boat, <i>New Zealand Endeavour</i> , in the '93-'94 Whitbread.
Steve Fossett http://www.fossettchallenge.com/	54	USA	<i>PlayStation</i>	12	Ever since Fossett became a commodities tycoon, he has indulged a near obsession with breaking records in flying, ballooning and sailing. Prior to <i>PlayStation</i> , with which he broke the day's run record in 1998, he annihilated many sailing records with the 60-ft trimaran <i>Lakota</i> . He has also swum the English Channel, conquered the highest peaks on six of the seven continents (and tried Everest twice), run triathlons, dog-sled raced in Alaska and driven the 24-Hours of LeMans auto race.
Cam Lewis http://www.teamadventure.org/	43	USA	<i>Team Adventure</i>	7	Lewis began sailing at age 4 on the East Coast, and by his mid-20s had won two world championships in Finns and two more in 505s. He was also involved with two America's Cup campaigns, <i>Stars & Stripes</i> in 1988 and <i>America</i> in 1992. But his passion seems to lie with speedy multihulls. He has done four Atlantic crossings aboard the 60-ft <i>Primagaz/Foncia</i> , and was crew for Bruno Peyron on both the '93 Jules Verne record and the boat's later record TransPac run in 1997.
Roman Pazke http://www.race2000.wp.pl/index_en.html	49	POL	<i>Warta Polpharma</i>	8	Despite growing up in Poland, which during his youth did not permit the ownership of private yachts, Pazke has been sailing since age 11. At 29, he took part in his first Admiral's Cup as navigator aboard the 44-ft <i>Nautilus</i> , which finished the infamous '79 Fastnet Race intact and unassisted. Pazke returned to the Admiral's Cup several more times, including 1997, when his ILC 40 <i>MK Café II</i> was chartered by the winning American team.
Loïck Peyron	41	FRA	<i>Innov. Explorer</i>	10	Considered one of the most talented long-distance multihull sailors of his generation, Loïck Peyron (younger brother of The Race organizer Bruno) has done 34 Trans-Atlantic passages — 16 singlehanded. He also took second in the '89/'90 Vendée Globe (singlehanded nonstop around the world). When he's not sailing, Peyron can be found racing cars, flying helicopters and refining his photography. He was the first to transmit digital pictures via satellite during the '92 Vendée Globe.

* includes skipper

At this writing, two weeks later, *Team Philips* was still at sea, still afloat (according to the transmitting beacon, anyway) and still heading slowly northeast. Goss was still hoping to retrieve the estimated \$6 million craft, but when or how that might happen wasn't clear. The weather was still bad in the area and the boat was damaged — part of her port bow broke off when she hit the rescue ship and the port mast smashed heavily against the ship several times. It would be great to think this wild machine might yet sail again, but given the boat's track record, we have to think the sponsors are pretty weary of the whole project by now. (For the latest on recovery news, check the team's website at www.teamphilips.com.)

The good news this month is that all six of the other entries made it to Barcelona — some by the skin of their teeth and several despite the din of the naysayers. Whether they will be 'legal' entries or not remained to be seen at this writing. However, with at least half the teams running behind schedule, the rules were being massaged almost daily to accommodate everyone.

For example, in the original race regulations, all boats were required to assemble for a prologue to The Race in Monaco. When it was obvious only *Club Med* and *Innovation Explorer* could possibly make it, the event was cancelled. Then



THIERRY MARTINEZ (<http://64.23.31.78/>)

— CLASH OF THE TITANS

was later lowered to \$1 million. Now it's down to a pickle dish — but a really nice pickle dish.

Here's a look at the boats that should have started by now:

PlayStation (USA, skipper: Steve Fossett, 125 feet, qualified) — Seeing the 'new' PlayStation, relaunched on November 27, was a bit like running into an old friend you hadn't seen in a while who was working out and eating lots of meat. When originally launched in December of 1998, the Gino Morelli/Pete Melvin design was an almost diminutive (for this event, anyway) 105 feet. However, after a scary nosedive in the Atlantic last year, she underwent nine weeks of surgery in England to have 20 feet added to her length (15 in the bows, 5 in the sterns). Particular attention was paid to adding more flotation in the bows to lower the risk of pitchpoling. The result, pictured on the opening pages of this article, cuts quite a different profile than her original shape. PlayStation — whose crew includes Americans David Scully, Tom Weaver, co-designer Gino Morelli and Bay Area navigator Stan Honey — is now the largest boat in the fleet, with the largest sail area.

Club Med (NZL, skipper: Grant Dalton, 110 feet, qualified) — The first of three sisterships designed by Gilles Ollier specifically for The Race (the others are Inno



THIERRY MARTINEZ (http://64.23.31.78/)

'Innovation Explorer' may be carrying another name by now to reflect multiple sponsors which had not been announced at presstime.

there were the qualifying runs. Each boat was supposed to complete a trans-ocean run (there were five to pick from) that had to be completed within 125% of the record time for that run. Late-launched boats like *Team Adventure* didn't have time, so the rule was amended that all boats simply had to complete 2,500 miles of cumulative sailing. *Team Legato* may not even

have had time to do that by the start, so by now the rule has probably softened again. Let's face it: Any boat that made it to Barcelona will certainly have been allowed to start.

The other big change? Originally, when French multihull phenom Bruno Peyron proposed the idea for The Race in 1993, the winner was to receive \$2 million. That

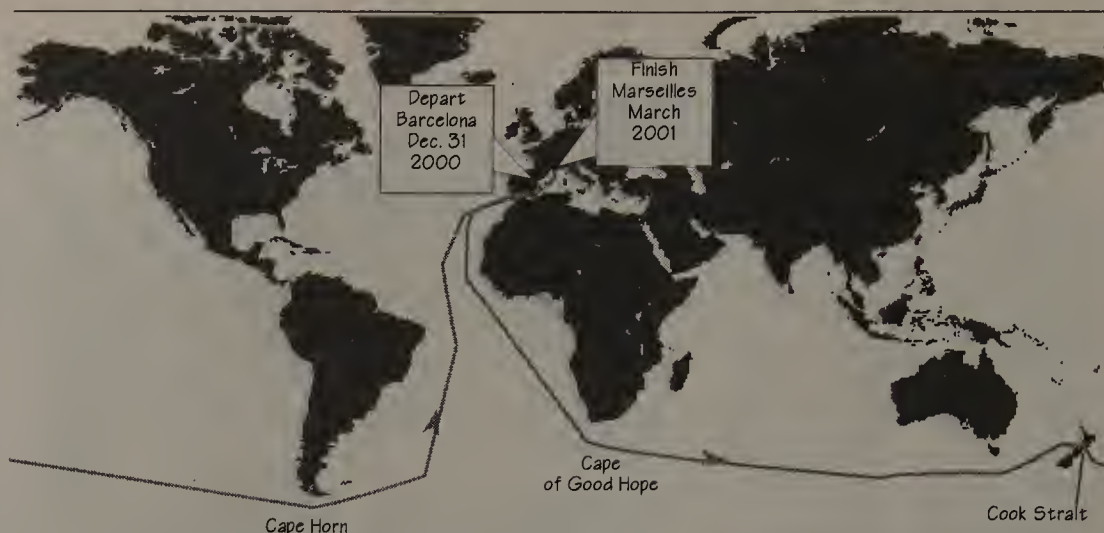
Duelin' Dalton — 'Club Med', sporting her signature diving girl bows, broke two records on her first official outing. She still owns the day's run.



THE RACE

vation Explorer and Team Adventure) Club Med was launched last spring and immediately smashed two significant records right out of the blocks — the east-west trans-Atlantic passage and the day's run record: 625 miles in 24 hours. Relunched in September after some repair work and reconfiguration of her bow sections (also for more bouyancy), Dalton's crew has the most sea time of any boat in its original configuration and could arguably be called the 'most prepared.'

Innovation Explorer (FRA, skipper: Loïck Peyron, 110 feet, qualified) — Last month, this boat was known simply as 'Code One'. It came out of the same molds as Club Med (Code Zero) but was only launched in early November. Peyron, who probably has more large multihull experience than any other skipper, immediately embarked the crew (including American co-skipper, Skip Novak) on an intensive training regimen around which was wrapped around the delivery of the boat to Barcelona on Spain's Mediterranean coast. Without the time for a trans-ocean run, 'Explorer set the odometer to 2,500 and just sailed 'the long way' wherever



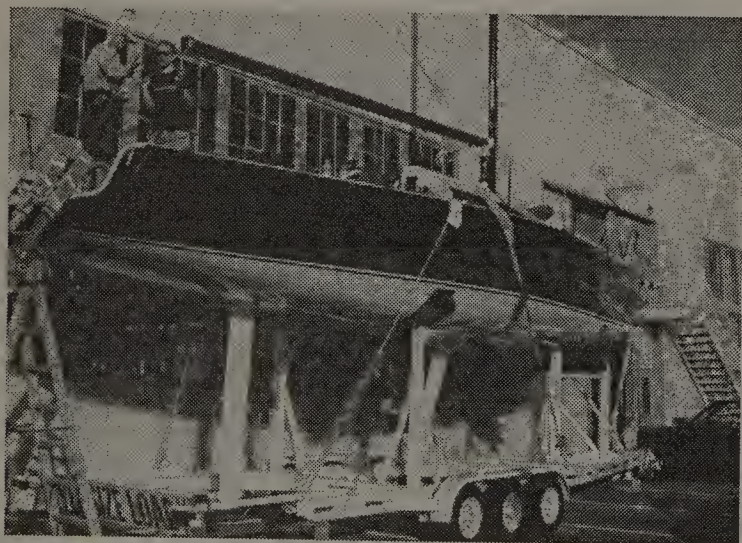
Route of The Race. 'Gates' at Gibraltar and the Cook Strait were chosen for photo ops. A large 'rescue' yacht was dispatched early and will take up station east of the Cape of Good Hope. Aboard are doctors and firefighters.

she went until it beeped. She and Club Med were the first boats to arrive in Barcelona's Marina Port Vell.

Team Adventure (USA, skipper: Cam Lewis, 110 feet, qualified) — This third sister to Club Med is the miracle boat of the fleet, and we promise never to doubt Cam Lewis again. A month ago, hardly anyone gave Lewis and his Team Adven-

ture a snowball's chance of making the start. But after working 24/7 for weeks, the team finally got the boat into the water in Cherbourg (France) on November 13. On the 24th, they went out for sea trials and posted the highest speed so far recorded for any of these maxi-cats: 39.9 knots. On December 1, Lewis announced the syndicate had secured Monster.Com a leading global online careers site as the team's first major sponsor. Lewis and his crew — whose American contingent includes Randy Smythe, Bill Biewenga, Larry Rosenfeld and Brian Hancock — en-

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Long and lean 'Team Legato' cruises toward the Med. At 61, skipper Tony Bullimore is the grand old man of The Race.

American sailor Mike Gegginger.

Warta Polypharma (POL, skipper: Roman Pazke, 90 feet, qualified) — Despite being the 'midget' of the fleet, Warta is another lengthened version of another older design, the Gilles Ollier 75-ft powerhouse *Jet Services V*, which set the 'traditional' west-east (Ambrose light to the Lizard) trans-Atlantic record in 1990 and still holds it. This boat's second reincarnation became equally famous when, as

Bruno Peyron's 85-ft *Commodore Explorer*, she wowed the sailing world by 'breaking' the first Jules Verne record (around the world in less than 80 days) in 1993. As *Warta Polpharma* (Warta is an insurance conglomerate; Polpharma a pharmaceuticals company), the boat dismasted in a February attempt to qualify for The Race, but later completed a trans-Atlantic run before going into the shed for updating. Remasted and lengthened, she was relaunched at the Ollier yard in France on November 29.

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THE RACE

This issue went to press 10 days before the start of The Race. However, as all boats were in or near Barcelona, we'll take a leap of faith and assume that all six arrived safely, and all six started on the assigned date. We'll also go out on a real limb and assume nobody's exploded yet.

So now what? Is this really going to be a race? A showcase of human endeavor? A high-tech design exercise? A demolition derby? Another '79 Fastnet?

Come on, they're fair questions. Sure, it's billed as The Race. And certainly we should see some huge speed numbers posted on the website (www.therace.org) almost every day. In fact, look for new day's run records to show up regularly. And the videos should be spectacular. (All boats are equipped with video equipment and France Telecom, one of The Race sponsors, plans to air daily segments on French TV. Don't hold your breath on this side of the pond.)

But let's face it, a much more reasonable question than 'Who will win?' is 'Will anyone win?' There's a chance that no one will finish, at least officially. These boats are just too big, new and untested for something not to go wrong.



Lost at sea — Pete Goss' 'Team Philips' was easily the most radical entry in The Race. The "boat ahead of its time" may yet be recovered.

Think about it. Only *Club Med* and *PlayStation* (in her original configuration) have any serious sea time. The rest of the crews are learning as they go on boats

that are way 'beyond the box', and which will sail a large part of The Race through the Southern Ocean, the most remote, demanding and unforgiving stretch of water on the planet. It's estimated they may average 25 to 30 knots on their circumnavigations, which translates to an average of 40 or 50 knots of apparent wind across the deck. Reefing a mainsail that weighs as much as a car in those conditions is not something to be taken lightly.

Neither is the possibility of hitting something. Or losing a man overboard. Those are things the crews don't talk about much, but you can be sure they've given them considerable thought. In the first instance, the good news is that even if a boat were partially destroyed by hitting ice, a whale or some other obstacle, as part of the rules, the boats were designed to remain afloat, be lived in and be able to transmit radio signals from, even upside down.

As for man overboard, one sailor told us flatly, "You fall off, you're dead. So you



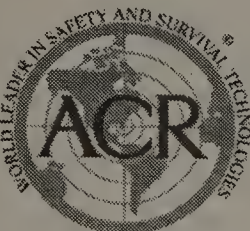
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don't fall off."

Nightmares aside, the most likely attrition scenario — and *The Race* will be a war of attrition — will likely involve mechanical failures. The gear loads on these boats are staggering (most boats keep tabs on them with load cells in the hulls and rigs), and when something lets go, it's likely to let go big time. Again, let's hope no one's in the way when it does.

So in one sense, *The Race* may boil down not to which crew sails the fastest, but which performs the most effective underway repairs.

For sheer grandeur, no other event in sailing really compares to *The Race*. Yet analogies to the ongoing Vendée Globe are worthwhile. Both are nonstop, around-the-world races, neither allows outside assistance and each is considered the most difficult endeavor of its kind. (The Vendée Globe is a singlehanded event for specially-built 60-ft monohulls.) Okay, now, of 23 Vendée starters on November 9, five had dropped out barely a month

and a half into the race, and pre-race favorite Yves Parlier, who had been sailing and preparing his Open 60 for this event for the last nine years, had dismasted. Or how about these numbers: In the 1996-'97 Vendée, out of 16 starters, three boats sank, two withdrew, one sailor died and only six boats officially finished.

Parlier was really pushing his boat when his mast came down. How much will each of *The Race* crews push their boats? — a notion at once crazy, necessary and unavoidable for personalities driven enough to be there in the first place (and so determined to please sponsors). The answer is: everyone. Only the degree will differ. The trick of course is not to push too hard or — as Parlier did — too early. In this area, the most conservative skippers in *The Race* may retain an edge.

The consensus around the office here at *Latitude* is that half the six-boat fleet will make it to the finish line. Who that will be is anybody's guess, although the big and/or early-money syndicates (*PlayStation*, *Club Med* and *Innovation Explorer*) would seem to have an advantage in that

department. Crew depth-wise, we'd pick the same three boats with maybe a nod to *Explorer* based on Loick Peyron's impressive resumé. Navigation should play its usual important part. In that area, our money would be on *PlayStation* all the way. Call us biased, but there simply is no better navigator than Stan Honey.

Speedwise, well, in a race like this, we frankly don't think speed will play a major roll. In flat water on a measured mile, *PlayStation's* size and sail area would give her an advantage. But this fleet is unlikely to see much flat water.

Enough speculation — on with the show! We wish all crews fair winds, good health and strong harnesses. Expect to see the first boat cross the finish line in Marseilles in a tad more than two months — 65 or 70 days (compare that to the Vendée, where the winner hopes to crack the 100-day mark).

Then look for a celebration the likes of which daredevil-crazed France hasn't seen since *The Spirit of St. Louis* landed at a small airfield outside Paris in 1927.

— latitude/jr

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2000 — THE YEAR



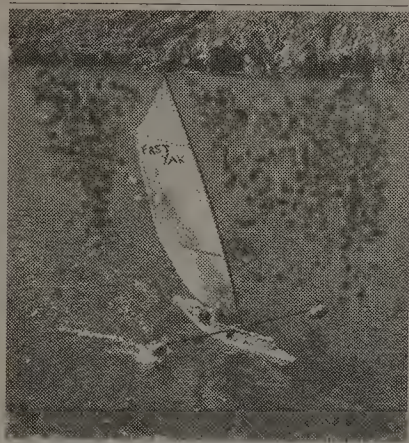
Shimon Van Collie, 1950-2000. So long, old friend.



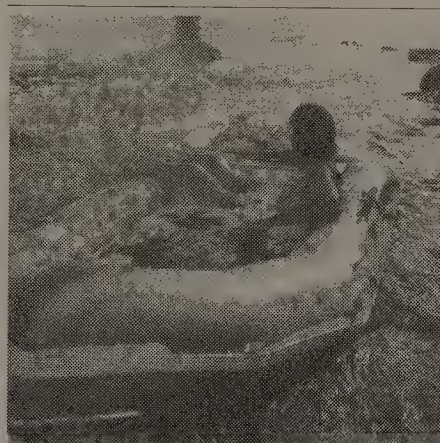
That old Black Magic — the Kiwis creamed the competition at the America's Cup.



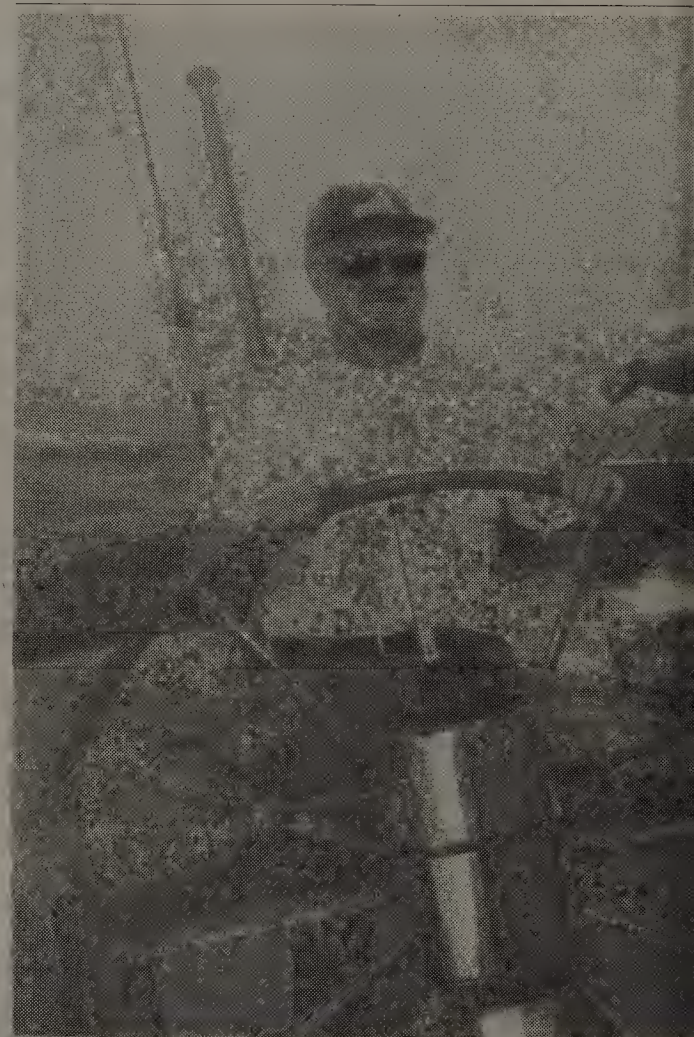
Carrying on — Noble Griswold and the 'Goldilocks' crew at the Big Daddy.



Baha He-He — Cruising the Baja in sailing Kayaks.



Actually, most cruising boats do have hot tubs. They're called dinghys.



We must have had fun, because 2000 sure flew by in a blur. Looking back, **January** found us right in the middle of our America's Cup coverage, with both San Francisco-based syndicates advancing to the semi-final round. Closer to home, we learned the secret of small boat racing success from season champion John Amen: "Show up for all the races and don't capsize!" Elsewhere, we covered the improved clarity of Lake Tahoe since the two-stroke ban, the demise of the San Francisco Sailing Foundation after 34 years and millions of dollars of helping out deserving sailors, and the relationship between breast size and character in women sailors (surprise, surprise — there isn't one). Max Ebb appeared twice — once in a virtual world 20 years from now and once a reprisal of his very first (1977) article in *Latitude*. By **February**, Dawn Riley's *America True* team was headed home from Auckland, while Paul Cayard's *AmericaOne* crew was locked in such an intensive battle with the Italians that we half-expected the grappling hooks to come out and the crews to go at each other with pistols and cutlasses. Back on the Bay, we saluted the first boat of the millennium — Jeff Rutherford's 17-ft daysailer *Buenos Aires*, launched January 1. We also 'saluted' Pac Bell Park, which saw its first practice, and its first ball, in the Bay. A construction worker from the still-unfinished park jumped in to retrieve it — only then realizing there was no way to get out. Two guys who went to his rescue in a runabout were rewarded when another practice homer landed right in their boat! There were other tales, but for sheer entertainment value, none of them could touch the tale of the manta ray that got tangled in an anchor line and towed a boat around a Mexican anchorage for several hours — with a 14-year-old at the wheel trying to keep it from hitting anyone!



Above, why boats sell so quickly in Auckland. Below, the 117-ft 'Extra' passes 'Endeavour' during the New Year's Day regatta at St. Barts.



The new rage among cruisers — surf yoga.



Pyramid scheme (above) — cruising Giza aboard a desert dinghy. Below, Jim Clark's new three-master will be bigger than most clippers.



In March, we caught up with Sally and Foster Goodfellow, whose article *Caught in the Great South Pacific Eddy* recounted lessons learned in "the second decade of our 'two-year cruise'." The South Pacific lesson Jeff and Janet Esfeld learned was how to make do with a 'quickie lumber yard' mast until they could replace their broken aluminum one. On the local scene, we began the first of a two-part Guide to Bay Area Marinas, as well as the whys, wherefores and who to call to get into the local racing scene. Elsewhere, itinerant cruiser and occasional contributor Cap'n Fatty recounted the tale of meeting his daughter's fiancé when she brought him to the boat: "He wasn't drunk, didn't have a beard and had all his teeth. . . I tried to hide my disappointment." If we campaigned Star boats, the April issue would have made good crew. At 316 pages, it was the beefiest *Latitude* issue of all time. We like to think what was between the covers was equally meaty, starting off with a wrap-up of the Kiwi massacre of the Italians at the America's Cup. We bid adios to this year's crop of Pacific Puddle Jumpers as they departed Mexico for the South Seas, tipped our hats to the 37 boats that sailed to Mexico in the PV Race, and filed our report on St. Maarten's Heineken Regatta, which had nothing whatsoever to do with Mexico. To get all those boats back from where they were going, we ran a piece on United Yacht Transport's specially-built freighter, which is kind of a seagoing flatbed truck built to carry nothing but yachts. And speaking of YACHTS, we had a peek at Jim Clark's new sailboat, a three-masted gaff schooner that will be longer than most clipper ships. Rounding out the issue was an April Fool's joke that was a tad too veiled for many readers to "get it." So, once again, no folks, they are not building a huge new marina complex in upper Richardson Bay.

2000 — THE YEAR



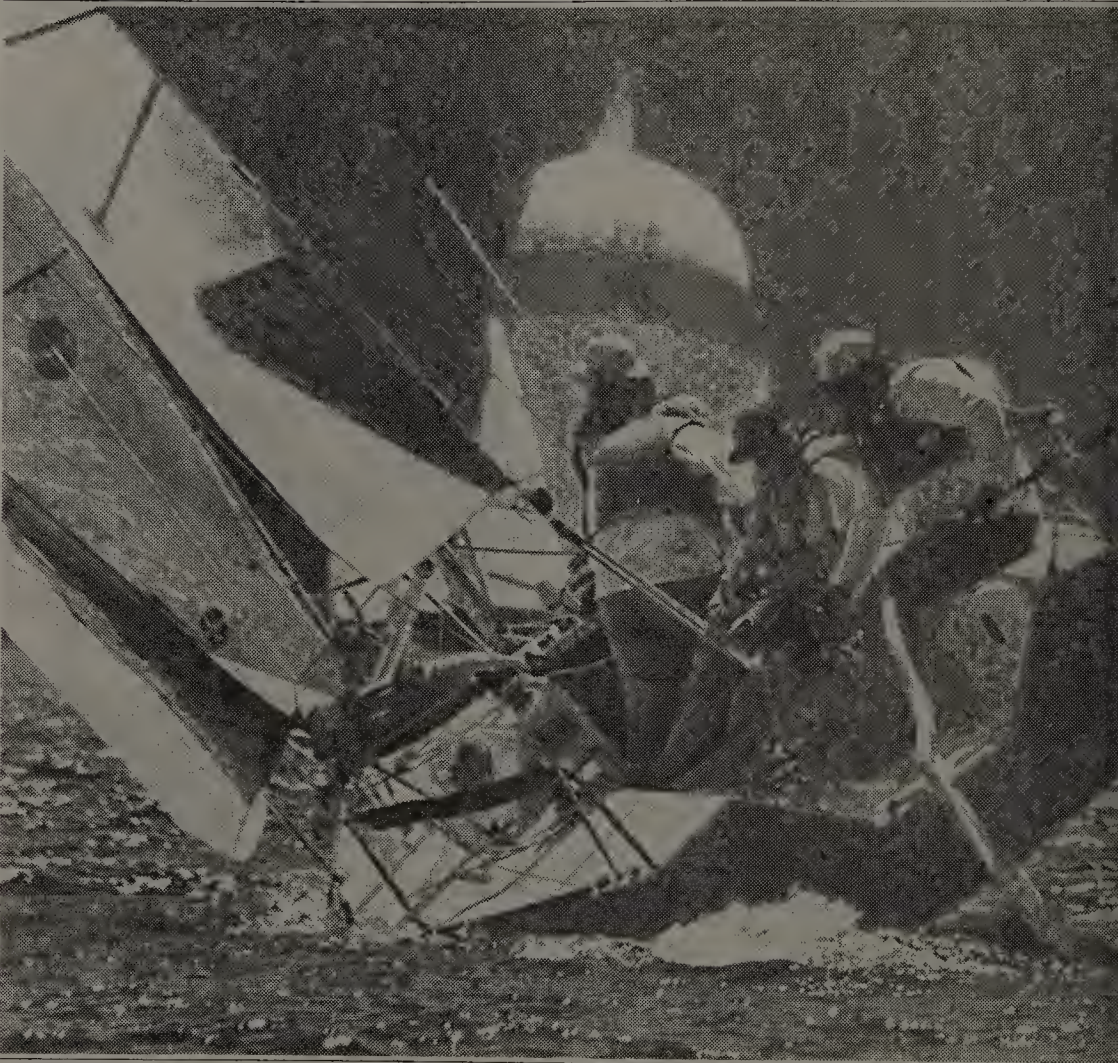
'Dragonsong' sorts out a spinny wrap — courtesy of the South Tower Demon — on the home-stretch of the Singlehanded Farallones.



Gianna checks out the V-berth of an African pirogue on a cruise down the Niger River.



What a catch! — Billy Martinelli nabbed the first ball hit out of Pac Bell Park.



Rockin' and rollin' at the High Sierra Regatta on Huntington Lake.



Do you feel lucky, punks? — Andy and Bird show off 'Punk Dolphin's new 'torpedo tube.'

Our **May** issue was the yin-yang magazine of the year. The story of the fabulously fun Banderas Bay Regatta, for example, was juxtaposed with the *Sightings* item about a 14-year-old boy who was shot by bandits intent on robbing his family's cruising boat. The boy remains a paraplegic. Elsewhere, a report on possibly the most lovely Singlehanded Farallones Race ever was immediately preceded by a notice from the National Park Service that hantavirus had been found in some mouse populations on the Channel Islands. Fortunately, positive vibes predominated, from the launch and surprise wedding of Commodore and Nancy Tompkins to a couple who visited a psychic to decide which boat to buy, to a revival of our popular *Bay Area Sailing Primer*, which offered such advice as how to sail with a mother-in-law: "Leave Berkeley at 2 p.m. and head for the South Tower. Don't reef..." Almost all the news was good in **June**, starting with the news that Selective Availability was turned off for good, which means GPSs are now accurate to 15-30 meters all the time. We noted the return of the Lapworth 36 *Leda* after a lengthy restoration, and were thrilled to announce that Norm Bennett, owner of Club Nautico Marina, had been freed from a Colombian jail after 14 months of imprisonment resulting from a 'circus of mistakes'. From the Caribbean came the unusual and amazing story of a group of cruisers who stumbled across a boatload of Haitian refugees on a remote, uninhabited island, and saved many of them. Rounding out the issue were a report on one of the better Vallejo Races in recent memory, a story of the 'rediscovery' of El Salvador by cruisers, and an interview with Coast Guard Captain Larry Hall, who all but abolished the 'safety boardings' and turned the Coasties from foe to friend. Naturally, he was immediately transferred to Washington, DC.



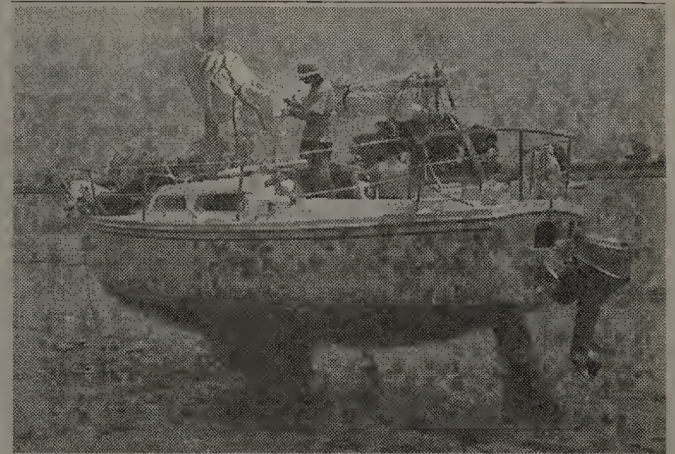
Enchante' on the way to a third at the Vallejo Race.



Built side by side in the '70s, 'Halcyon' and 'Swan' were together again under new owners.



Steve Mann had a great run across the Pacific in the Singlehanded TransPac.



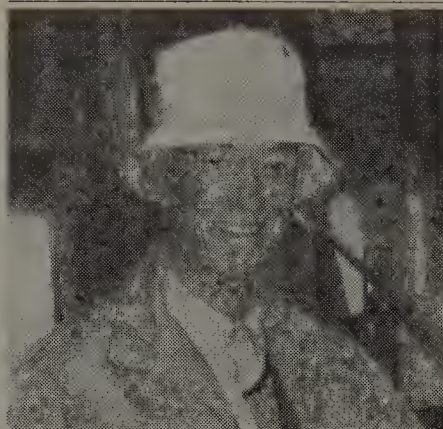
How to keep your anchor clean when mooring in the Delta.



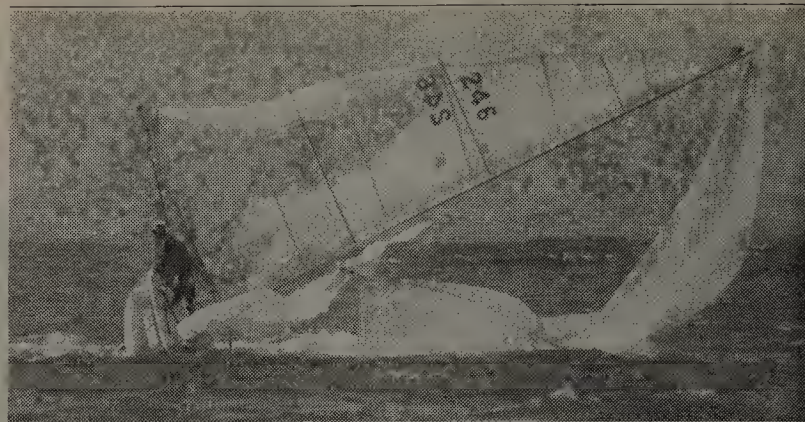
Wood wars — 'Farida' (foreground) crosses 'Hawaiian Chieftain' at this year's Master Mariners Regatta.

July in these parts is Delta time, and that lovely destination was prominently featured in our mid-year issue. At the other end of the cruising spectrum, Gwen Cornfield took armchair cruisers on a visit to Devil's Island, the former French prison location of *Papillon* fame. July is also a busy time for racers, for whom we featured previews of the Pacific Cup and Singlehanded TransPac fleets, and reports on the first annual 'Catnip Cup' for cruising cats only and, among others, the Midnight Moonlight Marathon won by . . . *Latitude's* Surfin' 63 catamaran *Profligate*! Whee-ha! Quite a contrast to the last time we did that race, when we T-boned the Carquinez Bridge. . . In *World of Charter*, we ran the results of our chartering survey, learning such valuable insights as "chartering offers the serenity of camping without the dirt." July also marked the inauguration of the latest and longest-running controversy in *Latitude* history: how much water it takes to "lock up" or down during a transit of the Panama Canal. (Honest, folks, it's the same amount every time.) By **August**, lots of readers were tuning into *Lectronic Latitude*, the newest feature on our website (www.latitude38.com) — and writing in to say they really liked it. Meanwhile, back at the magazine, we had reports on the Singlehanded TransPac, which featured more carnage, drama and intrigue than any five previous ones. Ray Jason wrote about a cruiser who was hit not once but twice by a big ship, and Gianna Marino wrote about one of the more unusual cruises we've ever heard of in *Niger River* — *Sailing the Heart of Darkness*. Rounding out the issue were reports on chartering in Cuba, Larry Ellison buying *AmericaOne*, an insiders look at *The Perfect Storm*, and a piece on the reincarnation of Tom Blackaller's front-ruddered 12-Meter *USA* (now *Ecosse*), which will take part in the America's Cup Jubilee Regatta in Cowes in August of 2001.

2000 — THE YEAR



Myron Spaulding — farewell to perhaps the greatest Bay sailor ever.



Above, 11-Meter augers in. Below, rush hour at the weather mark in the Big Boat Series.



APL forgot to ship two boats to the Kenwood Cup in Hawaii, so they picked up the tab to fly them over!



Not quite the last free ride — 'Whitefin' sails again.



In September, we chronicled the debacle of the West Marine Pacific Cup — fickle or no wind resulted in 27 of the 78 starters dropping out. That's just two less than the entire 29-boat fleet that signed up for the Kenwood Cup. At least that smallest fleet in K-Cup history had breeze. Cruisers were well represented in September, too, with articles about cruising with kids, getting tattooed, and the story of Christine Popadentschuk, who had just pulled into Sausalito after sailing singlehanded from Punta Arenas, Chile, 7,000 miles to the south. We also visited with Ty and Toni Knudson, who shared some adventures and insights gleaned from half a lifetime of cruising, and broke the story of *Kokopelli*, a Santa Cruz 52 that got dismasted on a delivery back from Hawaii. A crewman was hit by the falling spar and partially paralyzed. The tale of his rescue by elements of the Coast Guard, Air Force and merchant marine was unprecedented. Also unprecedented was the round-the-world voyage of Roy Wessbacher, who did it in a bargain basement Columbia 34 in the company of a never-ending parade of beautiful young women. In September, he told us how. *Blood, Sweat and Beers* aptly subtitled our October report on the Big Boat Series, at 112 boats the biggest ever. Except for the light air in many races, it was an epic event any way you looked at it. The Jazz Cup, on the other hand, qualified as epic for the scoring snafu. Sadly, in October we also said farewell to Myron Spaulding, a Bay Area sailing institution who passed away at age 94. *The Shark Guy* of Kanton Island had a happier ending as a shark bite victim was medevaced to Hawaii to get sewn up — then hitched a ride back to his boat in the South Seas. We also learned what it's like to sail a tallship — "get a death grip with your hands..." — and something about the learning curve on an I-14: "You start with a boat that falls over at the dock unless someone holds it up..."



The tragedy of steergomortis — it took more than a few beers to unkink this Pacific Cup victim.



Stocking up with 'fuel cells' for thirsty crew in Mexico.



"Hello, Charlie!" — Baja Ha-Ha 'angels' ready for some action.



Welcome to the machine — 'Pyewacket' blasts across the Med at 25 knots.

November found us in a celebratory mood, starting with a wrap-up of the recently-completed Summer Olympics, in which the U.S. Sailing Team scored four medals. Continuing the roll, we had reports on *Pyewacket's* summer of fun racing in Europe (written by owner Roy Disney himself), and an up-close look at another great Master's Regatta, where the elder statesmen of the sport can still show us young dogs a few tricks. Malin Burnham won, but most eyes were on The Great Dane, Paul Elvström, who shocked the crowd with the announcement that the Masters would mark "the last race of my life." Elsewhere, we talked to a bunch of skippers who had delivered race boats back from Hawaii; many confessed it was more fun than sailing over! We also learned in the 11th month that Lake Nicaragua has the only fresh water sharks in the world, that the Tiburon Mile — a revived annual swim from Angel Island to Corinthian YC — is here to stay, and that persistence pays off: Sausalito boatbuilder Dan Jones launched his 32-ft Lyle Hess cutter *Apster* after 14 years of rebuilding it from a fire-charred wreck. The centerpiece of our **December** issue was a report on the fun, and often hilarious, Baja Ha-Ha VII, in many ways the best Mexico Cruiser's Rally yet. Highlights included lots of good sailing, friends made, fish caught — and an incident on *Island Time* involving hot soup, lost balance, naked men, laughing women and... well, you have to read it to appreciate it. We also reported on an unusual flotation test conducted on Billy Martinelli's schooner *Gaslight*, the start of the Vendée Globe and OCC's excellent Costa Mesa sailing school. Finally, we were happy to announce the formation of a new yacht club. Unfortunately, there are no actual boats within a thousand miles or so of the Ross Island YC — it's located at McMurdo Station, Antarctica. Have a great year, folks!

CRYSTAL CUP AT ATLANTIS

The first sailor to hit the Bahamas was Christopher Columbus, who 'discovered' the New World when he landed at San Salvador in the southern part of this 700-island archipelago on October 12, 1492. Five hundred and eight years later, on December 5, we eased Doug Baker's Andrews 70+ turbosled *Magnitude* into Nassau at daybreak. While Columbus took months to cross the Atlantic, our 10-man crew had taken just 17 hours to hop over from Fort Lauderdale. But our mission was oddly similar to Columbus' — to explore new places, conquer them and bring back riches to the homeland.

The occasion was the inaugural Crystal Cup, a six-race buoy series held December 7-10 off Paradise Island and hosted by Atlantis, a luxurious 13-acre mega-resort. While the turnout for the

new regatta was a bit skinny — just 10 very diverse boats — everything else about the regatta was first-class. The warm sailing venue, the race management, the sponsors and the resort itself were all fantastic — and once the word gets out, we're absolutely convinced the Crystal Cup will grow by leaps and bounds.

And speaking of first-class, we had the good fortune to be invited to sail on *Magnitude* for this fun event. Turbosledding in the Bahamas — instead of enduring the winter rain in Mill Valley — was an offer we just couldn't refuse!

The Feeder Race

Five of the ten boats entered in the Crystal Cup raced over from Fort Lauderdale in an informal 189-mile feeder race. The sky was gray and a chilly 20 to 25-

knot northwesterly blew counter to the Gulf Stream, kicking up some big seas for the 60-mile crossing to the Bahama Island chain. It was tough going on *Magnitude*, and completely miserable for the smallest boat, the Tarrant Ten *Full Bore*, which saw four of her seven-man crew succumb to seasickness.

Sailing not quite close-hauled on port tack with a reefed main and #3, *Magnitude* slogged her way across the Gulf Stream,



— PARADISE FOUND



'Magnitude' with the Atlantis resort and Paradise Island in the background (Walter Cooper photo). Inset, Doug Baker and the beautiful new Crystal Cup.

CRYSTAL CUP AT ATLANTIS

soon horizons all but George Collins' Annapolis-based Farr 52 *Chessie Racing*. Our best drivers — Baker, Sam Heck and boat captain Steve Dodd — drove until we passed Great Isaac Light to starboard at sunset. From there, the water flattened out, the wind backed off a few notches, and the stars began coming out.

The next 60 or so miles to Great Stirrup Cay flew by, as we were now cracked off a few degrees and bombing along effortlessly at 11 knots. The rest of our crew — Bill Bird and Randy Moreno (both from Chicago), and SoCal regulars Chris Carson, John 'Bones' Fleishman, Kurt Jacobi, and Fred O'Connor — all took turns driving. A lasagna dinner appeared, and the offwatch was allowed to sleep below — *Magnitude* was loaded to the gills with everything we needed for the Crystal Cup, and this was more of a performance delivery than an all-out race.

After clearing the Berry Islands, we eased sheets some more and set our smallest asymmetrical kite for final 50-mile run to Nassau. *Magnitude* crossed the finish line off the harbor at 5:02 a.m., setting a *de facto* 17-hour, 2-minute record in the new race from Fort Lauderdale (the classic SORC race was slightly longer, starting from Miami). We ended



Yacht racing returns to the Bahamas! The 189-mile feeder race to the Crystal Cup reprises one of the classic ocean racing courses of all time.

up beating *Chessie* — which was top heavy with pro sailors, including a few Whitbread vets — by a few minutes.

However, Nicole Christie's J/120 *Euro Trash Girl* pulled in just before noon to win the grand prize — three cases of Kalik beer — by half an hour over *Magnitude* on corrected time. Like the J/145 *Strabo*, which came in fourth, *Euro Trash Girl* hails from Annapolis and is on the 'southern circuit' for the winter.

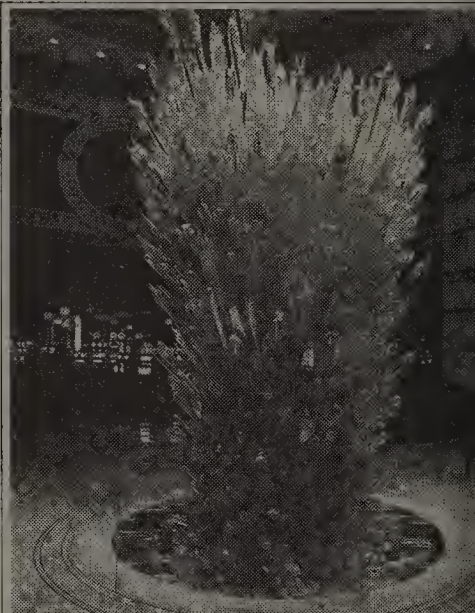
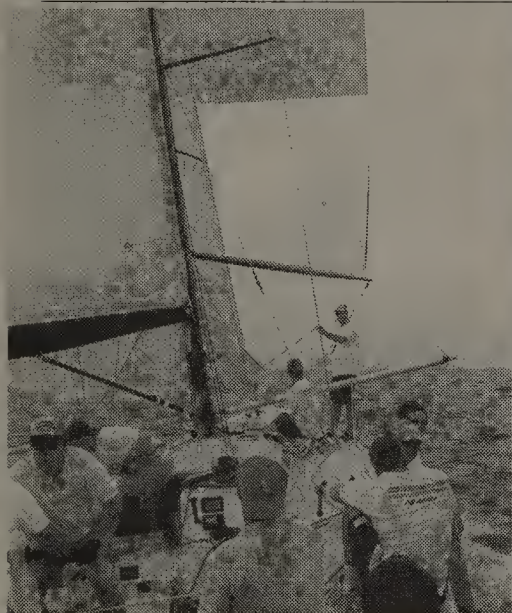
The Resort

After waiting four or five hours for cus-

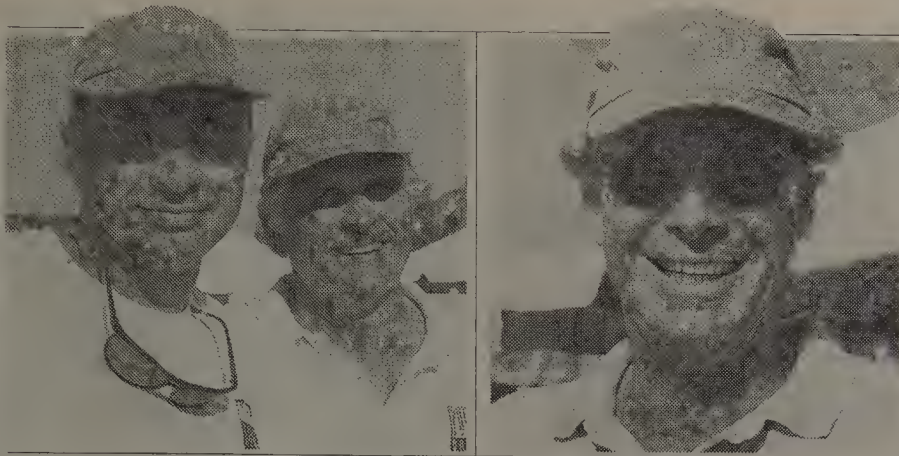
toms to clear us (our introduction to the laid-back notion of 'Bahamian time'), we eagerly began exploring Atlantis, our home for the next six days. The sprawling \$850 million resort dominates Paradise Island, which is connected to the city of Nassau by two bridges. Atlantis is justifiably famous for two things: its 50,000 square foot, 24-hour casino, the biggest in the Bahamas; and the world's largest man-made marine habitat, "second only to Mother Nature." Some 50,000 fish exist in a fascinating maze of lagoons and aquariums, many of which can be viewed from The Dig, an elaborate underground tour which represents a view of the mythical lost city that is the resort's namesake. It's part Vegas, part Disneyland — and 100% fun.

Other diversions at Atlantis included 38 restaurants, 11 pools, an untold number of bars and shops, an 18-hole putting course, and all the other amenities one would expect of such a world-class facility. A particular hit among the sail-

Crystal Cup scrapbook (clockwise from upper left) — 'Magnitude's' 'go big or go home' set-up; a group photo of the Annapolis contingent; the 20-foot crystal sculpture at the entrance to the casino; at times the cruise ships in Nassau almost outnumbered the racing boats; 'Javelin' chases 'NZL 10'.



— PARADISE FOUND



Left, Class C winners Vladimir Kulinichenko and Donald Fritz ('Full Bore'). Right, Class B winner Jeff Salzman ('Harrier').

ing sailboats), but there were still over a dozen of the biggest, most expensive powerboats we've ever seen — many of them pushing the marina's maximum allowable length of 220 feet. Like the rest of the resort, the marina exuded the aura of serious money.

The Crystal Cup

But back to the original reason for our week at

Atlantis, the inaugural Crystal Cup. Our original squad was reinforced for the regatta with two more pros — tactician Dee Smith and main trimmer Keith Kilpatrick — and Farr 40 owner Deneen Demourkas (*Groovederci*). Each day, we picked up between four and six more crew, generally guests of the hotel with little or no sailing experience. "Keep your head and hands inside the bus at all times," they were told.

The ten entries, a mish-mash of boats rating -117 to 135, all started together, but were subsequently scored as three different classes. Most of the races were double windward/leewards (single for Class C) sailed in 12-16 knots of breeze, with half the six starts going off down-

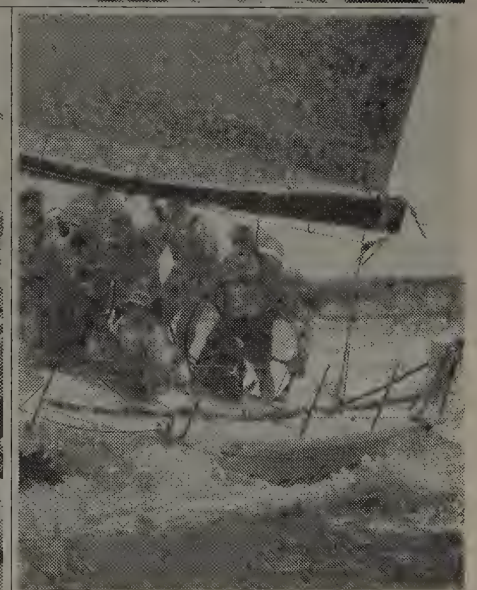
ors was the four-story Mayan Ruin waterslide, whose five rides included an inner-tube 'PHRF' course which ends by meandering through a plexiglass tunnel inside the shark-infested waters of the Predator Lagoon. The 'grand prix' ride featured a terrific 60-foot, near-vertical drop, one which lawyers in the States would surely frown upon. We never did get down to the beach or into the town of Nassau, other than for dinner one night, as Atlantis has everything — and more — than you could ever see, do or need in the time we were there.

Celebrity sightings were fairly common — the nationally-televised concurrent Father/Son golf tournament brought in the likes of Raymond Floyd (the winner), Jack Nicklaus, Lee Trevino and others. Jimmy Buffett was there, and so was Michael Jordan. In fact, two of the *Mag-*

nitude guys approached Jordan while he was gambling (naturally at the \$500 minimum bet table) and invited him to go sailing. A bodyguard firmly, but politely, informed them that, "Mr. Jordan isn't here to go sailing," and suggested they get lost.

Jordan, we're told, was staying on one of the mega-yachts in the adjacent Atlantis Marina. The 63-slip facility wasn't entirely full (partially, we suspect, because they emptied it out anticipating more rac-

A crewman on the J/145 'Strabo' is framed by the resort's 'Bridge Suite' between the two Royal Towers; looking aft on 'Magnitude'; George Collins steers 'Chessie'; and the 'Temple of Doom' water slide (note exit at bottom left). 'Strabo' and 'Chessie' shots by Walter Cooper.



CRYSTAL CUP AT ATLANTIS

wind, ostensibly for the photographers. (We're told those sequences got on TV several times as the ESPN cameras faded in and out from the golf tournament). Veteran PRO Peter 'Luigi' Reggio kept the races short and sweet, thereby maximizing shoreside fun. Fortunately, the jury — led by rules guru Arthur 'Tuna' Wulschleger — never heard a protest.

Magnitude ended up winning all six races in Class A by healthy margins, winning overall on corrected time in the process. We were sailing in 'turbo' mode, using a 37-foot spinnaker pole (which sticks out 11 feet past the bow), a 4,400 square foot asymmetrical kite, and a 300-foot continuous spinnaker sheet — and looked more like a gigantic Melges 24 downwind than a conventional big boat. Twin reaching struts and a removable headstay make jibing the boat easier than you'd think (see *Sightings*) — but, trust us, it's still a ton of work, especially on the 3-mile legs of the Crystal Cup.

Chessie Racing placed second despite missing two races when an interior bulkhead pulled away from the cockpit floor, causing their traveller to rise up precariously and their steering to bind. The mood on *Chessie* was grim after spending the day grinding and fiberglassing instead of sailing, an insult-to-injury structural failure on top of what they perceived to be an unfair PHRF rating. (Last year, Collins

were used for the 'Road to the America's Cup' regattas leading up to last year's America's Cup, were originally entered in the Crystal Cup. An untimely steering failure caused one to broach wildly into the other the week before the Cup, leaving a huge gash in the side of the victim, which sat forlornly on the hard. The *IAC Challenge* routinely blew up two sails a day, and was way off the pace, but seemed to be having the best time of anyone. They let out a 'primal scream' every time they tacked near a boat, and happily chanted the popular 'Who let the dogs out?' rap anthem both on the water and off. To top off their antics, they brought some golf balls and a driver out the last day, teeing off before the racing from a chunk of astroturf on their aft deck. Fore!

The battle in Class B was much closer, with a rating band of between -18 and 6. Four 50ish-footers duked it out, with Jeff Salzman's Riverside, Connecticut-based S&S 48 *Harrier* topping the heap fairly easily. The Farr 49 *Javelin* (ex-*Breeze*), a

Class B rivals 'Javelin' (left) and 'Harrier' enjoyed the closest boat-for-boat racing, with the nod going to the latter.

best of scratch boat *Euro Trash Girl* and an outgunned local Hunter 35.5, *Balomena II*. Russian sailmaker Vladimir Kulinchenko, a two-time Whitbread campaigner, drove *Full Bore* throughout the week.

At the final awards ceremony, the stunning Crystal Cup — emblematic of best overall performance — was presented to *Magnitude* owner/driver Doug Baker. The trophy, which will stay on display at Atlantis, is as classy as the rest of the regatta — it's a custom 2.5-foot high, 50-pound Waterford Crystal piece that took 250 hours to create. To the delight of *Magnitude*'s 13 crewmembers, each was sent home with a beautiful — and quite expensive — smaller Waterford Crystal keeper trophy. Those hard-earned souvenirs, and the memories of a wonderful week at Atlantis, will no doubt stay with each of us forever.

Next year's Crystal Cup is already scheduled for December 6-9. All that is needed to make this event a full-blown, raging success is more boats — and the regatta organizers are targeting 60 boats, including the Farr 40s, next time. Optimistic? Maybe — but this is a fantastic event just waiting to be discovered.

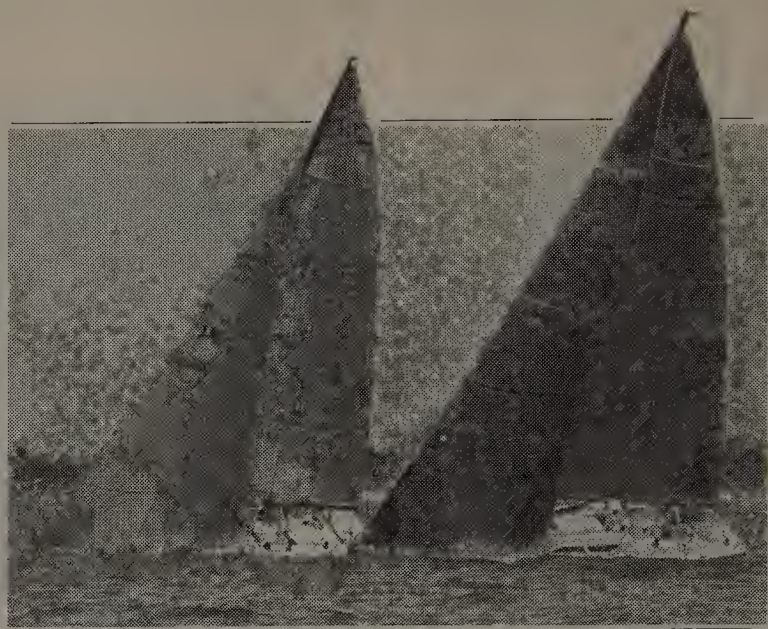
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DIV. A — 1) *Magnitude*, Andrews 70+, Doug Baker, Long Beach, 4.5 points; 2) *Chessie Racing*, Farr 52, George Collins, Annapolis, 16; 3) *NZL 10*, IACC, IAC Challenge, Nassau, 18. (3 boats)

DIV. B — 1) *Harrier*, S&S 48, Jeff Salzman, Riverside, CT, 5.75 points; 2) *Javelin*, Farr 49, Larry Bulman, Annapolis, 14; 3) *Strabo*, J/145, Marty Fisher, Annapolis, 15.75; 4) *Passion*, SC 50, Steve Hastings, Corpus Christi, 24. (4 boats)

DIV. C — 1) *Fore Bore*, Donald Fritz, Toledo, OH, 5.75 points; 2) *Euro Trash Girl*, J/120, Nicole Christie, Annapolis, 11.75; 3) *Balomena II*, Hunter 35, Peter Christie, Nassau, 17. (3 boats)

Full results at www.CrystalCupAtAtlantis.com.



PHOTOS: LATITUDE/ROB UNLES OTHERWISE NOTED



TARA KILPATRICK

was on the other end of the 'big dog' treatment, as he had his way on the southern circuit with his big *Chessie Racing* (ex-*Pyewacket*), the turbosled SC 70.

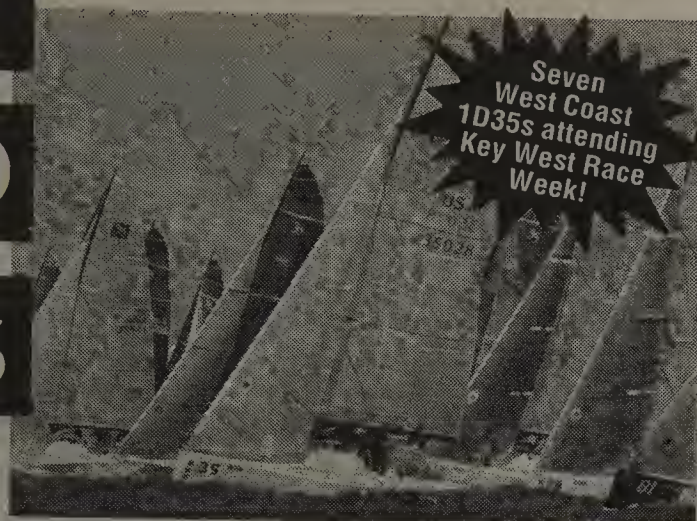
Third in Class A went to a spirited bunch of local sailors on *IAC Challenge*, one of two 1992 Team New Zealand IACC boats now running charters (at \$89 a head) out of Nassau. Both boats, which

Baker's dozen — The 'Magnitude' gang rehydrates after racing. Next up, Key West Race Week, Jamaica, BVIs, Antigua, and more.

new boat for former Swan 77 owner Larry Bulman, showed flashes of speed, but her crew was still on the steep part of the learning curve. The racing in Class C was as spread out as Class A, with Donald Fritz's Tartan Ten *Full Bore* getting the

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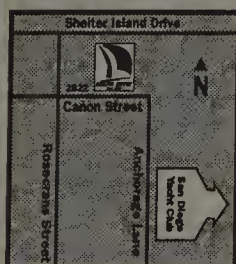
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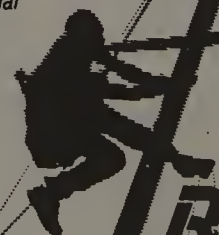
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GOLDEN GATE MIDWINTERS

As far as we know, Edgar Allan Poe never sailed. But as we ventured forth 'one saintly day of yore' last month, snapped some photos of, among others, Mark Thomas' CM 1200 *Raven* en route to winning her class at the 30th Golden Gate YC Midwinters, and reflected how our photo-boat's electrical system had once again quothed 'nevermore' that very morning — well, Ed's 'bleak December' came to mind.

Fortunately, when we hightailed it over to GGYC and explained that the batteries in our Bertram 25 were too 'weak and weary' to start the engines, race chairman Jeff Zarwell introduced us to GGYC port captain Carolyn Dean. We were soon being chauffeured around the race course on her luxurious 35-foot powerboat.

We're glad we were able to get out on the water, as it turned out to be a fine day to watch and photograph the 63 boats 'flirting and fluttering' around the Bay in the second (of five) races in this 30-year-old midwinter series. All but the two little classes (Knarr, PHRF-V) were sent on a 10.6-mile course from the clubhouse starting line to Blackaller, Harding Rock, Mark 'A' (outer StFYC mark), Harding, Fort Mason, and finish. Other than the reaching start, the course was interesting and — given the shifty, anemic northerly and changing current — challenging.

If they gave a daily MVP award, it would certainly have gone to 15-year-old phenomenon Alexis Steiner, who sailed her family's *Aquavit* to another dominant victory (almost seven minutes!) in the tough 11-boat J/105 class. With Halsey Lidgard sailmaker Peter 'Mid' Winter whispering in her ear and her dad Roy crewing, Alexis nailed the start, was first to hoist a kite on the reach to Blackaller, and then simply extended her lead from there. "I think I've found my place — and it's on the rail," joked Roy Steiner.

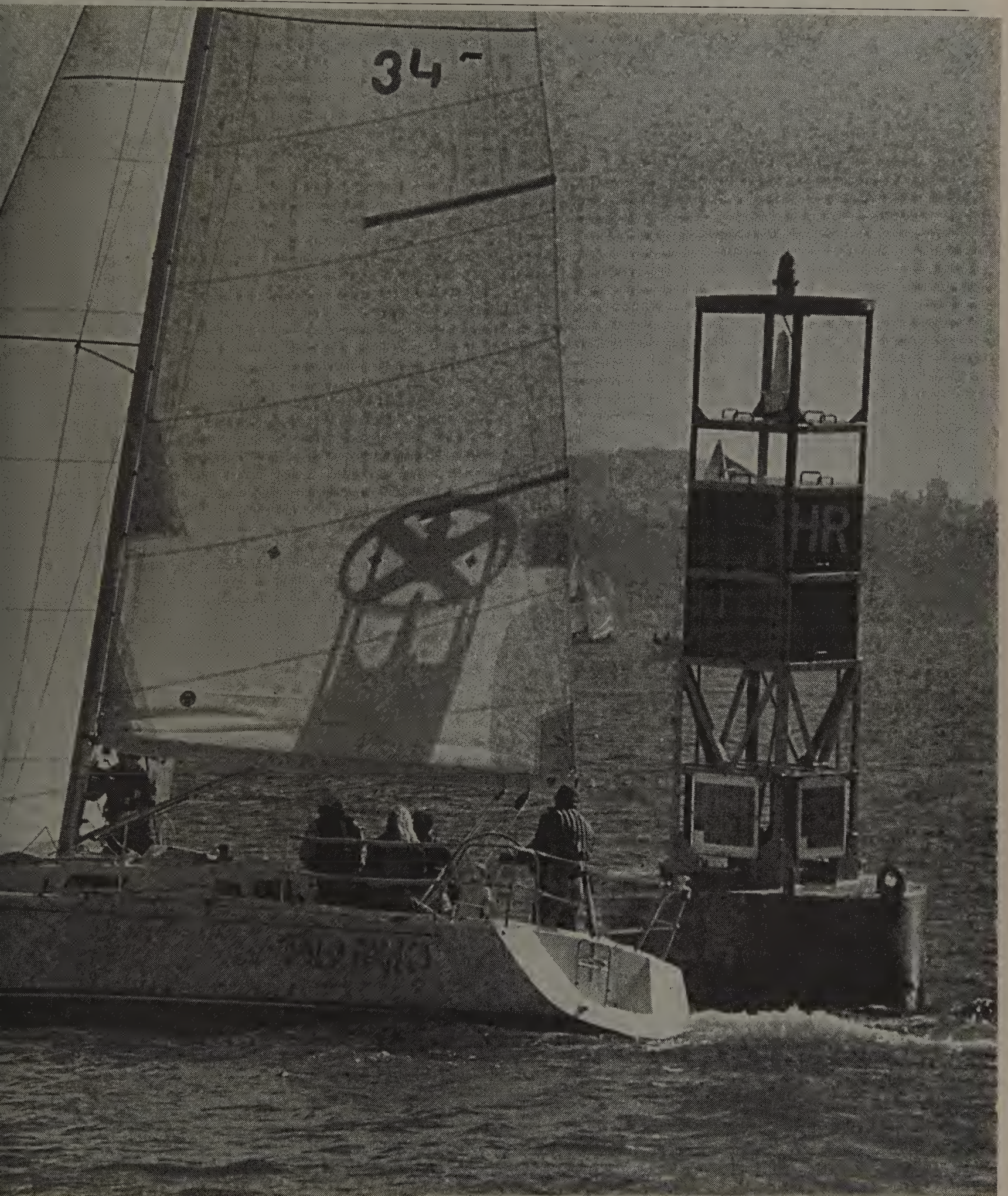
Aquavit is one of three boats that have bulleted the first two Golden Gate midwinter races — David Bertsen's beautiful Herreshoff 33 *Allegro* and Ed Welch's Folkboat *Freja* are the others. All three — as well as Hank Easom's venerable 8-Meter *Yucca* with a 1.2 record — are in contention for the Manny G. Fagundes Seaweed Soup Perpetual Trophy, which goes to the boat with the lowest score in its peer group (class size, not competitiveness, breaks ties). With due respect to everyone else, we're rooting for Alexis!

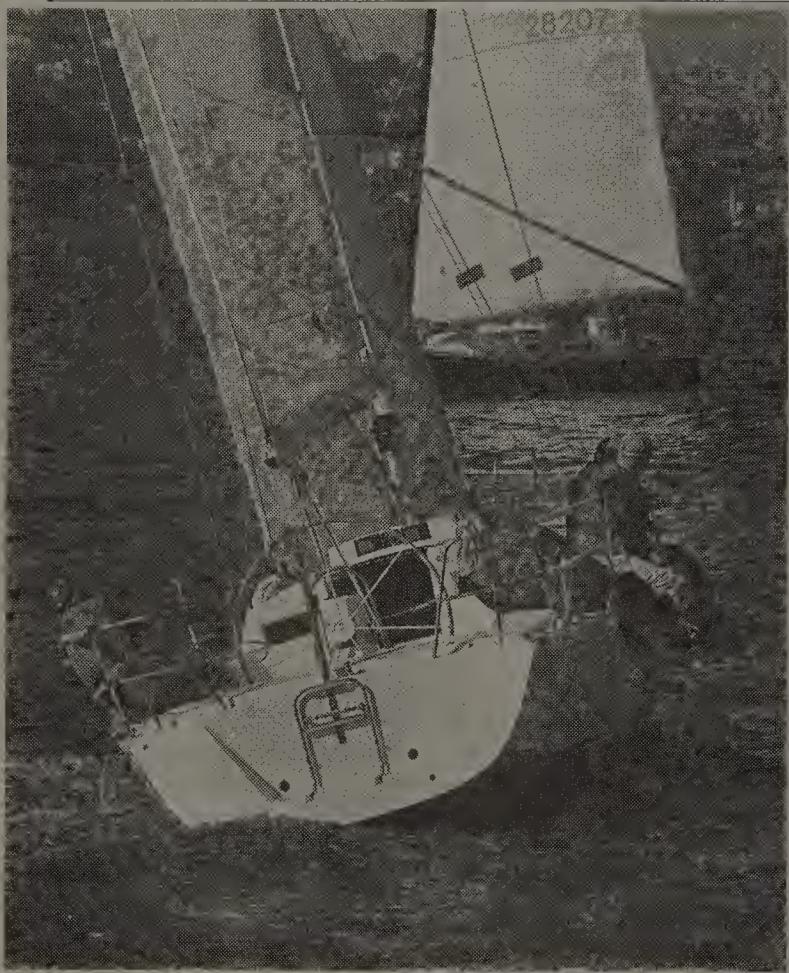
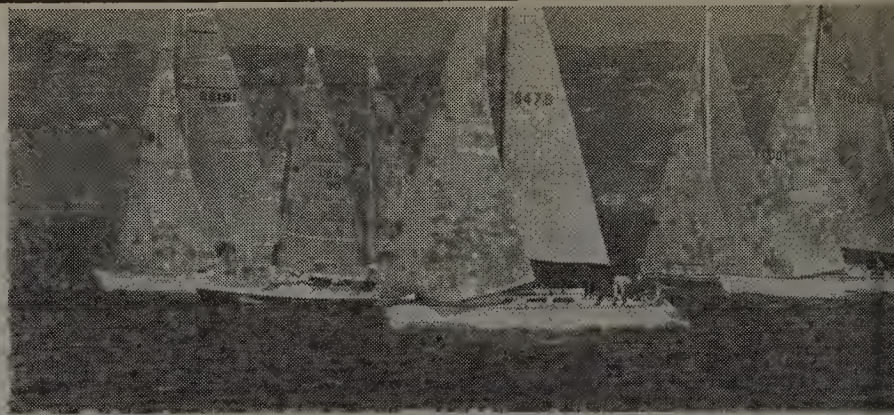
The GGYC Midwinters continue on January 6, February 3 and March 3. Full results can be found at www.yra.org.

'Tis the wind, and nothing more — Harding Rock buoy casts a satanic shadow on Dave Liggett's J/105 'Bald Eagles'. All photos latitude/rob.

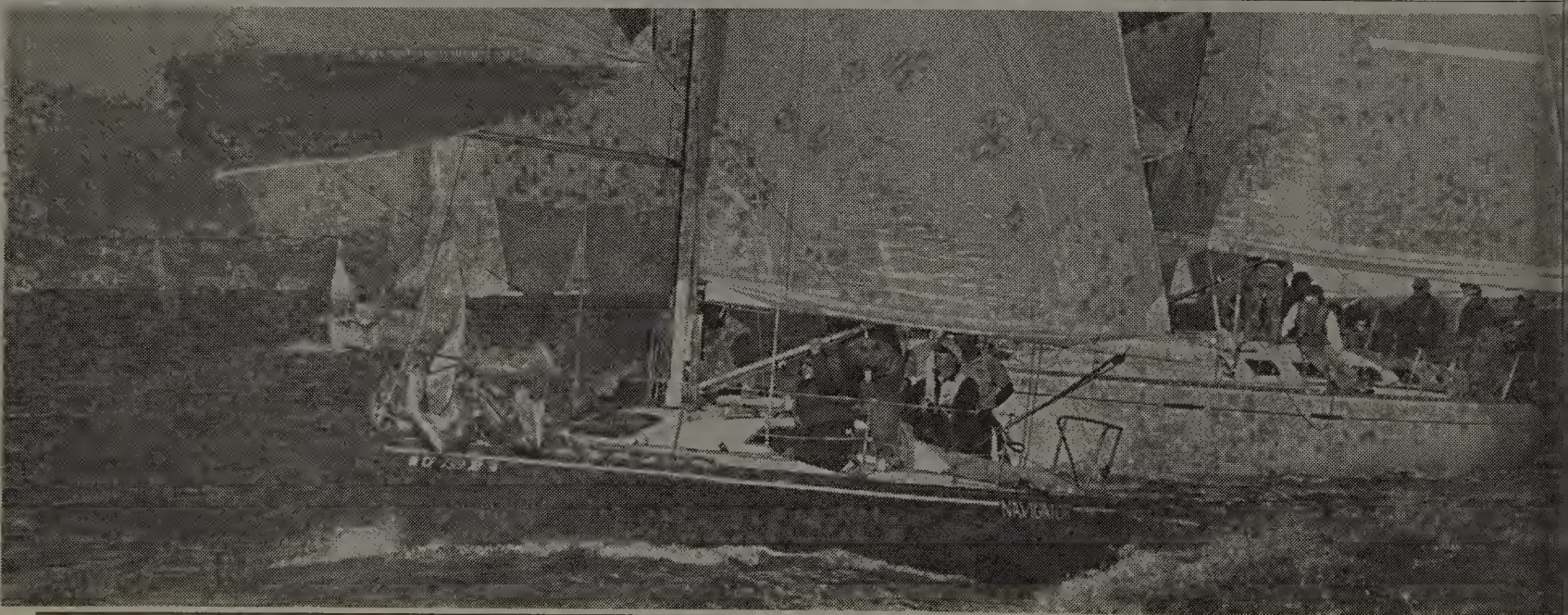


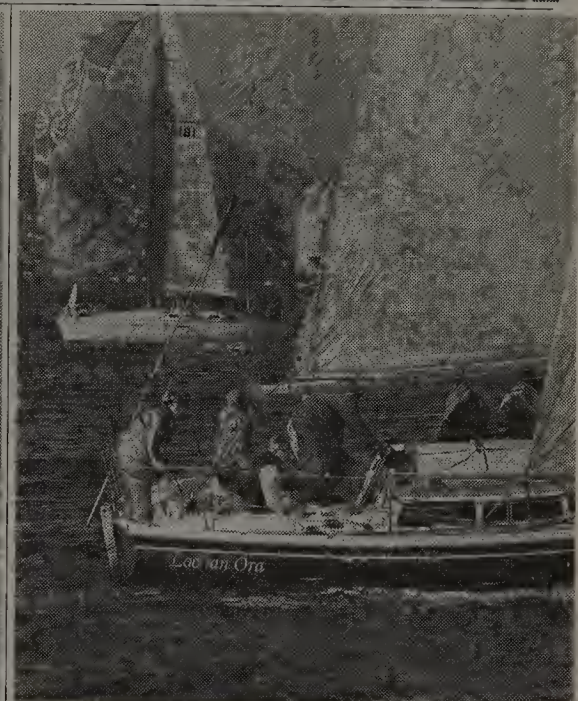
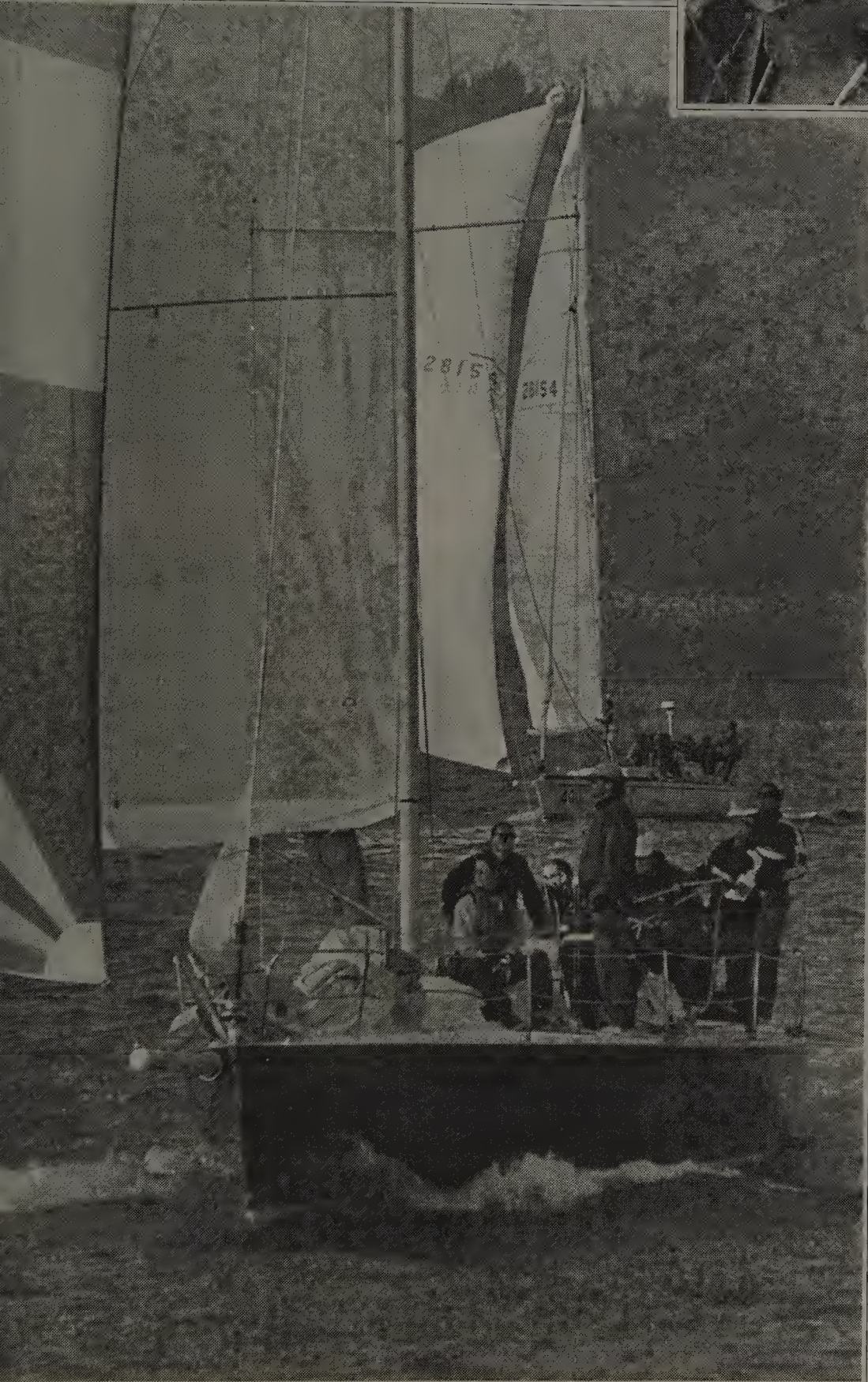
— IT WAS IN THE BLEAK DECEMBER



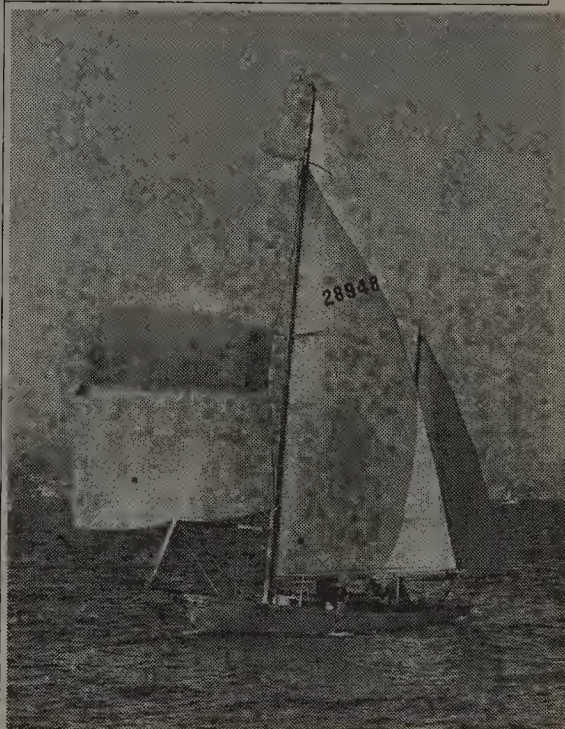


Scenes from the Dec. 3rd GGYC Midwinters (clockwise from upper left) — Golden girl Alexis Steiner ('Aquavit') and proud papa Roy; the 'ghastly grim and ancient' C/1200 'Raven'; the Mull 22 'Straitjacket'; the Sovereign 33 'Navigator' bounces through ferry wake; and the ubiquitous J/105 'Bald Eagles' takes aim at a WylieCat 30.





Clockwise from upper left — The PHRF-II start; apres-race party on the Express 37 'Elan'; the Catalina 30 'Lochan Ora'; the 'quaint and curious' (and fast to its 186 rating) Herreshoff 33 'Allegro'; the green J/120 'Mr. Magoo' leads the custom SC 50 'Sundowner' downwind.



GOLDEN GATE MIDWINTERS

RESULTS

PHRF-I — 1) **Raven**, CM 1200, Mark Thomas;
2) **Jolly Mon**, J/120, Mark Bowman; 3) **Mr. Magoo**,
J/120, Steve Madeira. (7 boats)

PHRF-II — 1) **Navigator**, Soverel 33, The
Melbostads; 2) **Yucca**, 8-Meter, Hank Easom; 3)
Elan, Express 37, Bill Riess; 4) **Bodaculous**, Farr
One Ton, John Clauser; 5) **Re-Quest**, Express 37,
Glenn Isaacson. (14 boats)

J/105 — 1) **Aquavit**, Alexis Steiner; 2) **Jitter-
bug**, Chuck Eaton; 3) **Wind Dance**, Steve Pugh/
Jeff Littfin; 4) **Juxtapose**, Dick Watts/Tom Thayer.
(11 boats)

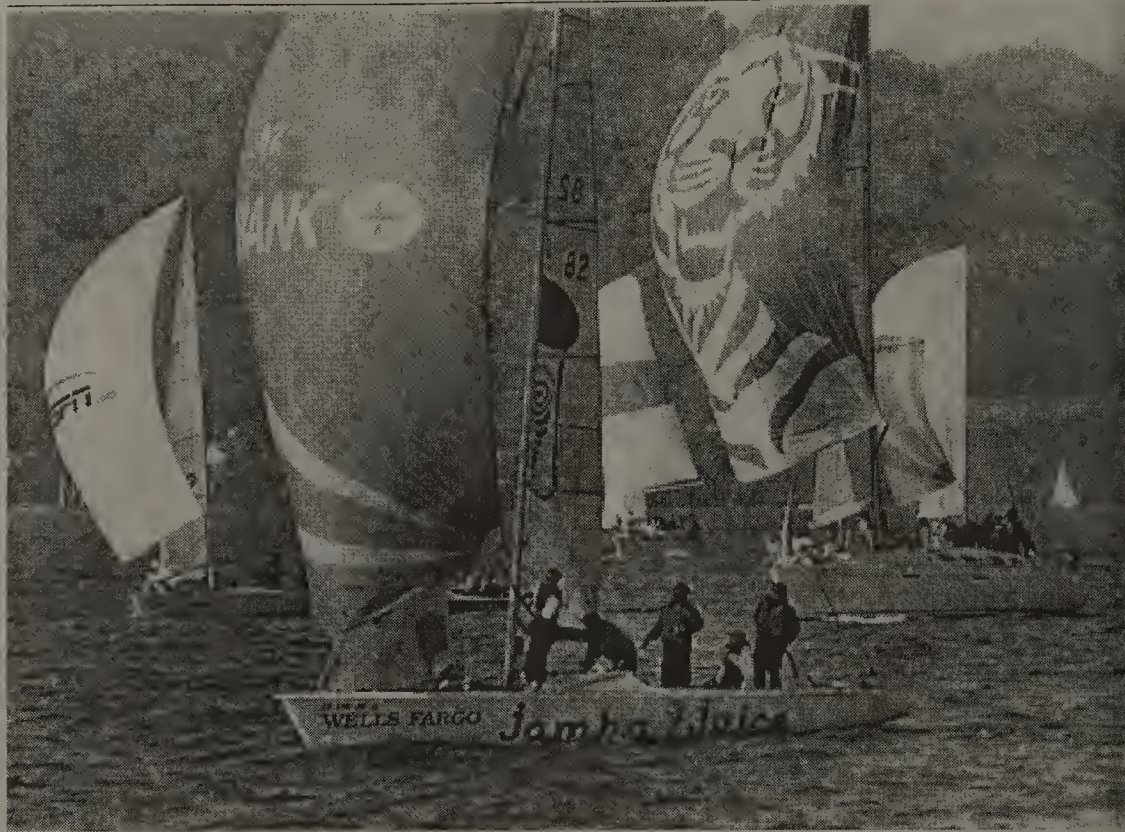
PHRF-III — 1) **Harp**, Catalina 38, Mike Mannix;
2) **Red Sky**, Olson 34-E, Brian Boschma. (5 boats)
WYLIECAT 30 — 1) **Uno**, Steve Wonne; 2)
Silk-ye, John Skinner. (5 boats)

PHRF-IV — 1) **Allegro**, Herreshoff 33, David
Bertsen; 2) **White Cap**, IOD, Tom Allen; 3) **Sorcerer**,
C&C Half Ton, Greg Cody; 4) **Boog-A-Loo**, Cal 29,
Nancy Rogers. (11 boats)

PHRF-V — 1) **Yachtsea**, Santana 22, Joe
Schmidt; 2) **MyToy**, Ranger 26, David Adams. (5
boats)

KNARR — 1) **Adelante**, Grant Settlementier. (2
boats)

BEAR/FOLKBOAT — 1) **Freja**, Folkboat, Ed
Welch; 2) **Honey**, Folkboat, James Fraser. (3 boats)



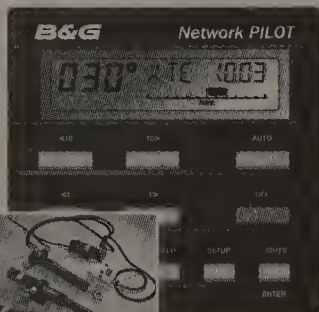
While we nodded, nearly napping — The 11:Metres 'Mindspring' and 'Jamba Juice' lead the Beneteau 42s7 'Just in Time' on the downwind crawl from Harding Rock back to the Cityfront.

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I knew exactly what I wanted, but there wasn't anything even remotely like it on any of the display racks — just new versions of the same old blocks and cleats, with fancier bearings and hi-tech materials. However, this particular chandlery has an extremely knowledgeable sales

"Let's pick out a good foot block. What kind of boat do you have again?"

I reminded him of my boat type, we estimated a working load on the main

"There's so much great hardware that hasn't been invented yet."

staff, and if anyone knew where to find the fitting I was looking for, it would be them.

"What can I do for you today?" asked one of the more senior salespeople as I walked up to the counter with the 'customer who needs help' look on my face.

"I need a fixed deck block," I said, "for my main halyard. Where it turns at the base of the mast."

"Sure, we have lots to choose from. I really like the ones made by..."

"But it has to be open on one side," I interrupted. "I want to be able to slip the halyard in and out."

"Okay, you need a snatch block. Have you seen the new ones from..."

"No," I said, "snatch blocks have to be closed to take load. This block has to work with one side open, and be fixed to the deck. The idea is that I'll hand-over-hand the main halyard right from the exit port on the mast, and then when the sail is almost all the way up, I'll hook the halyard tail under the sheave of this open-sided block, and then run the lead to the halyard winch for final tensioning. It should save some time because I won't have to over-haul all that extra tangled-up halyard tail through a turning block with a closed lead, like I have to do now."

"Okay, now I got it," he said. "Let's see what's in the catalogs..."

It was disappointing — I had really expected to find a fitting that was made for this particular niche. My only consolation was in stumping the expert.

"Best I can do," he finally concluded after a minute or two of flipping pages, "is a foot block on its side. You could use a piece of aluminum angle, or a teak block. Or our metal shop could fabricate a nice bracket in steel or aluminum. You'll need a foot block that leaves a full 90 degrees of the sheave clear of the cheek, though. Let me check some more..."

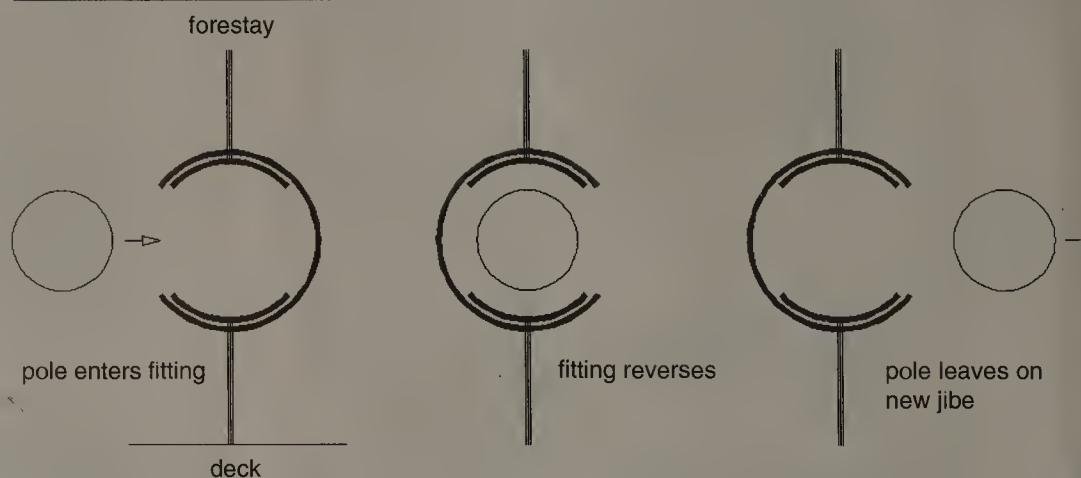
This wasn't going to be the off-the-shelf solution I had hoped for, but once the wheels were turning it was hard to stop.

halyard, went up a size for easy handling, and selected a foot block with appropriate attachment points for the custom bracket. Two things bothered me about this setup, though: It would cost more than I had in mind, and it would look clunky because the back of the block, inside the cheeks where the rope normally runs, would be left unused.

"Let me look around some more," I said to the salesperson, "and see if I can come up with a cleaner way to do this."

He left me to my own devices in the back of the store, while I picked up some examples of other mast-base blocks that would be just perfect, if only they had been designed to work with a cheek on only one side. "Wonder how much oversize I'd have to go to just cut off one side of a block like this?" I thought to myself as I spun the sheave and listened to the ball bearings rattle.

"Do it the simple way, Max."



One idea for a pole-through-the-forestay fitting: two objects in the same place at the same time.

It was Lee Helm. She must have been eavesdropping on the whole discussion, because she handed me a shopping basket already stocked with the three items I'd need: A lifeline stanchion with a welded baseplate, a sheave with a built-in bearing, and a large clevis pin.

"Um, Lee," I started to ask, "how is this going to work? The sheave looks good, but a lifeline stanchion?"

"Cut off the stanchion so it's only about four inches high. Drill a hole all the way through, near the top, and hang the sheave on that. Voila. Maybe add an end cap to the cut-off stanchion, like, for looks."

I thought about this for a few seconds, visualized it on my boat, considered that it would be cheap and light, and finally nodded in agreement.

"Good call," I acknowledged. "My crew will appreciate this."

"But like, why can't you just attach the sheave to the mast?" she asked.

"It would have to be right at the bottom of the mast to work," I said, "and there's other stuff in the way. Besides, the winch is off to one side, so it wouldn't be a good lead without a big wedge or another turning point. You know, I really expected to find a block that's made for this application."

"There's lots of stuff they don't make," she said, shaking her head. "I mean, I'm here looking for a better halyard hook for the boat I'm doing midwinters on."

"What's the reasoning behind halyard hooks, anyway?" I asked. Most boats don't use them, but I remember one of the America's Cup boats ran a contest to invent a better one. Is the stretch in those long halyard runs really that big a problem?"

"Stretch is part of the deal. But like, think compression in the mast. If you pull down on a rope that goes over a block at the top of the mast and then is cleated back at the deck, you have a 2:1 mechanical advantage pulling down on the sheave, and you compress the spar twice as hard



the works for that," said Lee as she took a small steel and aluminum fitting out of her backpack and handed it to me. "It snaps onto an eye with one hand, even easier than hooking on a 'biner. And you can take it off instantly with one hand. But you have to pull on two levers at the same time to open it, so it's really really hard for it to open accidentally. Breaking strength is about 5,000 pounds."

Lee let me play with the little hook for a few minutes, snapping it on and off various eyes and loops attached to the display racks, and trying to shake it off without pulling the release levers. I noted that it had the word 'Frog' printed on it, and appeared to be made by Kong, in Italy.

"Is that way cool or what?"

"Perfect for a harness tether," I said. "Do they sell them here?"

"Climbing stores, If you're lucky. It's new this year. And like, it's probably not the best thing for a harness tether 'till they make one a little heavier and more resistant to corrosion from salt water exposure. I mean, climbing technology is great, but it's not always directly transferable."

"Gives us an idea of what's coming," I said hopefully. "It will be nice to replace carabiners with them." I had visions of using these things, once they're made in appropriate materials and load ratings, for dock line hookups, dinghy painters, and lifting gear of all kinds. "Besides," I continued, "I always felt that carabiners were not very well made, for some reason. Look at the poor fit of the gate on this one..."

I showed Lee a simple carabiner on the display rack, and pointed out how the gate didn't really close the loop. Instead, it left a small gap between the gate and the rest of the hook.

"Caught ya!" Lee gloated. "They do that on purpose. That gap actually makes it stronger."

"How so?"

"Like, the gate is the weak part. For a symmetrical 'biner like this one, if there was no gap, and you load it up, the side with the gate would fail first. But if there's a gap, then it starts to bend and stretch before any load goes through the gate side. The non-gate side is always loaded more, so both sides reach their failure point at about the same time."

"Okay, you get the point," I conceded. "It makes perfect sense now that you mention it."

"But like, only for the old-style symmetrical carabiners. All the modern designs are asymmetrical, to keep most of the load on the non-gate side, and also so that there's a little more strength left if it's accidentally loaded up with the gate

The open-sided mast block made from a stainless base and spare parts.

boat unless there's a really dork-proof way to release the hook, and like, I still can't find one that I'd trust to always release when I need it to." She picked up another catalog, checked the index, flipped to the page indicated, then shook her head and sighed. "You'd think with all the noodle masts these days, there'd be a market for good halyard hook technology."

We walked along the display racks, passing a large assortment of carabiners.

"At least there's been progress in this area," I noted. "Now the carabiners are available with locks on the gates. One of my crew used to be an expert at flicking his harness tether out of the pad-eye it was clipped to, from across the cockpit."

"There's a much better mousetrap in

as the halyard load. But, like, if you can hold the halyard up at the top, you cut that in half."

"Seems to me you still have the 2:1 mechanical advantage pulling down on the sheave," I said after a moment's thought.

"Depends which side of the sheave the hook is on," Lee pointed out. "But like, even if the loaded halyard goes over the sheave, the double mast compression ends as soon as you get below where the hook is. So the mast is stronger against certain modes of buckling."

"So what's the problem with the halyard hooks on the market?" I asked.

"They're like these hokey deals with a ball on the wire halyard and a keyhole thingy on the mast. You have to raise the sail up above the mark and then try to finesse the ball in or out of the socket from the deck. It's a pain on a small boat, but like, it could be a safety thing on a bigger

open. Anyway, I need to talk to the counter guy about halyard hooks," she said as we started to walk back to the front of the store.

Before we got to the counter, another customer walked in holding a tiny bit of broken stainless steel.

"I see you've broken your..." said the salesperson, having identified the problem before the customer had even said a word.

"Yes," confirmed the customer before the salesperson could finish. "Do you have any..."

"No, they don't make them anymore. Have you tried..."

"That's where I went first, but they said to..."

"Well, we can special..."

"No, that would take..."

"What about using a..."

"Tried that, the problem is..."

"Yeah, I see what you mean." He thought for a second, then pointed to something behind us. "Maybe you could try rigging a..."

"That's a possibility," allowed the customer. "Of course I'd need to..."

"But all you'd really need for that is a..."

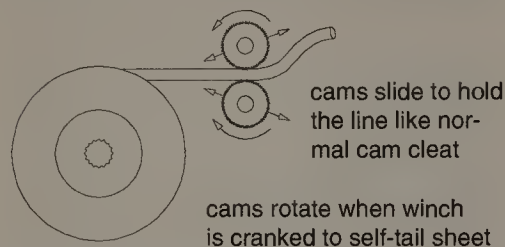
"Do you have them in..."

"I can get it for you by..."

"Let's do it. Great idea. Thanks, I knew you guys would have a solution." And he was out of the store a few seconds later, slowing down only to grab a tide book.

Lee was up next, and she asked about halyard hooks.

"The big boat stuff is all custom," explained the salesperson, "and small boat sailors don't seem to want anything



How the next generation self-tailing winch might work.

heavier than the ball and keyhole plate. So for the size boat you're dealing with, I don't think I can help you."

"Bummer," said Lee. "There's so much great hardware that hasn't been invented yet."

Meanwhile, a few feet down the check-out counter, a sailor wearing a crew shirt



The near future in self-locking and quick-release: the Frog hook from Kong.

from some big important race in the Mediterranean had overheard part of the conversation and warped himself over to within easy hailing distance.

"The fitting I'd really like to see them make," he said, "is the spinnaker pole forestay pass-through link."

"What would that do?" I asked.

"Like, don't tell me," guessed Lee. "You have a monster spinnaker pole and you want to pass it right through the forestay without slacking anything off?"

"You got it," he said. "Right now, we can do it A-cup style and have crew running everywhere pulling the pole aft and then pushing out on the other side of the forestay, or we can just cast off the forestay and reconnect it on the other side. But it's slow and complicated compared to what we could do if we had the magic fitting that would allow one solid object to pass right through another."

"I think it can be done," said Lee. "Like, all you need is some good bearings."

"But why not do what the latest sport boats do?" I asked. "They can square back their poles, and have it set up so they don't have to pass through anything."

"They're not squaring back nearly far enough," he answered. "Even thirty degrees, if this pole is pivoting around a point near the bow, is only the equivalent of fifteen degrees or less for a pole that's pivoting on the mast. That's often enough for a very big, fast boat that sails at a high percentage of the true wind speed most of the time. For a boat like that, the apparent wind hardly ever goes very far aft. But for smaller boats, especially small boats on downwind legs when the wind's

up, the ability to square back is important. So is the ability to jibe quickly and easily on the shifts. That magic fitting would solve all my problems."

Lee had been busy drawing something while all this was being explained.

"Here's how you could do it," she announced. We peered over at her diagram on the blank inside back cover of a tide book. "All you need is four curved tracks, fitting together like this."

She demonstrated with a series of sketches how the imaginary fitting might in effect allow two objects to occupy the same space at the same time.

"It's technically possible," remarked the crew. "But I think that design would have a few problems."

"For sure," admitted Lee. "the point is that, like, it's possible, and with some refinement, it might be an idea that really gets some traction."

"You'd have to make it out of unobtainium," he added, "to get it stiff enough for those tracks to line up."

Lee agreed, and said she'd work on the problem. Meanwhile, the man behind the counter had come over to see if he could be of any more assistance, and to add his own point of view.

"The product that I'm waiting for," he said, "is a decent self-tailing winch."

"Two years ago you sold me six of them!" I protested. "You said they work fine."

"Not when you have to ease a sheet or halyard by half an inch," said Lee. "With a plain winch and a cam cleat all you do is go snap-ease-snap. With a self-tailer, you have to get much closer to the winch, unwrap the sheet out of the tailer, ease,

ALL PHOTOS AND ILLUSTRATIONS MAX EBB

and then wrap it up again. Much too slow."

"Plus the self-tailer gets in the way of flipping turns off the drum during a tack," added the big-boat crew.

"Here's my design," said the salesperson, sketching on the back of a store invoice form. "It's really just a special kind of cam cleat geared to the winch. But the cams are circular, instead of cam-shaped. So you can snap the line in and out just like from any cam cleat, and the drum stays clear of extra hardware. But when you crank in, the cams rotate so the sheet stays tensioned."

"You'd probably have to use less than the usual taper in the cams to keep the rope from working up," said the crew.

"Or like, include a mechanism to tip the cams inward as they rotate," added Lee. "But hey, I like it."

"Put me down for a pair of them," I said.

"Okay, but don't hold your breath. All the smart people seem to be developing new electronic gadgets these days."

"That reminds me," said Lee. "When are we going to have heads-up instrument displays built into our sunglasses?"

"Just think," said the crew. "No more cluttering up the deck with big read-outs."

"And no more yelling at people to move out of the way so you can read them," I added.

"But like, the real advances in sailing technology," Lee predicted, "will come from the biotech side."

We all looked at her curiously. What did biotech have to do with sailing gear?

"Amazing things can be done with recombinant DNA," Lee explained. "Consider, for example, snails that live on your boat bottom and keep it clean."

"Wouldn't they make bumps that slow you down?" I asked.

"And wouldn't they fall off at high speed?"

"That's the idea," replied Lee. "These would be, like, special snails. They drop off as soon as you start to move. But they leave eggs in a through-hull fitting, so by

next week there's like, another whole herd of them grazing happily."

"A lot could be done with Kevlar-secreting microorganisms," suggested the crew. "They'd live in the sailbag, and repair the little kinks and breaks in reinforced sailcloth."

"Or spiders that live in the spinnaker bag," said Lee. "They could run around the spinnaker and put it in stops as it's packed."

"I just want special barnacles," I said. "the kind that all wave their tentacles together, in the same direction, to make the boat move in light air."

We were interrupted by two more customers walking up to the counter, each with strange bits of gear in their hands, each wanting to talk to the salesperson right away.

"That's all well and good," the salesperson said as he bid us good day and started to walk over to them. "But first, see if you can come up with genetically modified customers..."

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SEASON CHAMPIONS, PART III —



"We can't all be heroes because someone has to sit on the curb and clap as they go by."

— Will Rogers

Happy New Year! And welcome back to the third and thankfully final installment of our annual salute to the 2000 Bay Area sailing heroes. This month we're serving up 'leftovers', which as we all know

are the 'tastiest' feature of the holidays. What follows on the next few pages is a random sampling of WBRA (woody) and SBRA (dinghy) season winners; our totally subjective (but never wrong) picks for various 'Sailor of the Year' honors, plus whatever else struck our fancy.

We're always a bit sad to end our three-part celebration of season champions (HDA and ODCA were profiled in November and December) because these folks

Adrenaline junkies in overdrive at September's International 14 Nationals. Photo by latitude/jr.

— unlike some of the 'rockstars' of sailing — are so much fun to interview. By and large, these are real people with real jobs that enjoy getting out on weekends and tearing it up on the race course. We wish we had the room to profile them all, because these folks are the backbone of the sport — they are the ones that make

THE GRAND FINALE



it happen, and keep sailboat racing on the Bay so varied, competitive and fun.

Congratulations all around!

— **latitude**/rkm

WBRA:

BEAR — 1) **Chance**, Glenn Treser, AolYC; 2) **Trigger**, Scott Cauchois, SFYC; 3) **Smokey**, Stephen Robertson, StFYC. (7 entered; 3 qualified)

BIRD — 1) **Skylark**, Jane Hook/Peter Brosig, SYC; 2) **Curlew**, James Joseph, CSC; 3) **Robin**, Jens Hansen, StFYC. (10 entered; 8 qualified)

FOLKBOAT — 1) **Polperro**, Peter Jeal, BVBC; 2) **Freya**, Ed Welch, GGYC; 3) **Windansea**, Don Wilson, RYC. (10 entered; 10 qualified)

SBRA:

BYTE — 1) Gail Yando, RYC; 2) Karin Knowles, RYC; 3) Michele Logan, RYC. (11 boats)

DEWITT DINGHY — 1) Irwin Layne, NoYC; 2) Richard Hird, NoYC; 3) Jim Bewley, RYC. (16 boats)

EL TORO, JR. — 1) Brendan Daly, SCYC; 2) Brooks Reed, SCYC; 3) Travis Kool, SCYC. (23 boats)

505 — 1) Mike Martin/Steve Bourdow, NHYC; 2)

Nick Adamson/Alan Norman, StFYC/SFYC; 3) Andy Beeckman/Ben Benjamin, NHYC. (18 boats)

INTERNATIONAL 14 — 1) Paul Disario/Kirk Price, RYC; 2) Lawrence Henderson/Rand Arnold/Kurt Schmidt, RYC; 3) Greg Mitchell/Tim Burks, RYC. (8 boats)

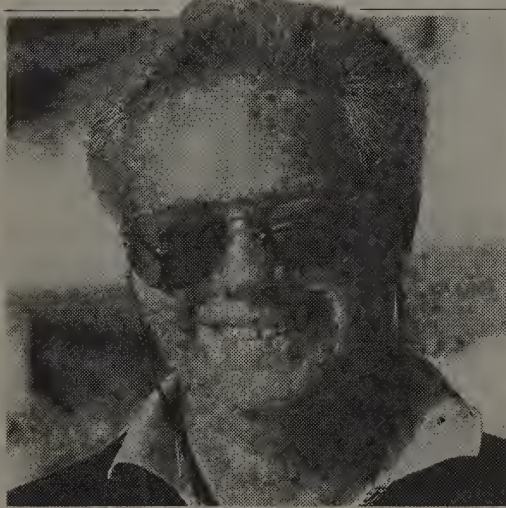
INTERNATIONAL CANOE — 1) Del Olson, RYC; 2) Anders Petersson, RYC; 3) Eric Chase, RYC. (6 boats)

LASER — 1) Dan Ouellet, LMSC; 2) Boris Gutman, NoYC; 3) Dave Poquette, NoYC. (33 boats)

SUNFISH — 1) Bob Cronin, UASC; 2) Byron Jonk, UASC. (4 boats)

SEASON CHAMPIONS, PART III —

WBRA Knarr *Sophia*



Tom Reed
St. Francis YC

After winning six Folkboat titles with *Thea*, which he still owns, Tom Reed jumped into the Knarr fleet three years ago. He was the runner-up (by one point) in his freshman year, and has now won the last two season titles. "The key," said Reed, "is flawless crew work, thanks to Bob Frey (mainsheet/tactician) and my son Tommy Reed (foredeck/jib trim)."

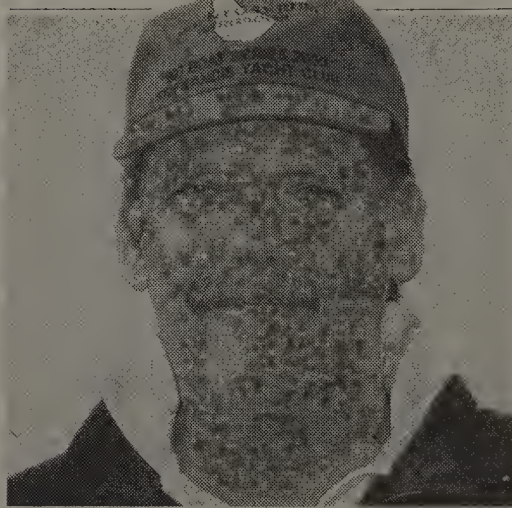
Reed co-owns *Sophia* with Russ Williams and Mickey Waldear, who won the GGYC Wednesday Night Woodies as well as that series' George Degnan Memorial Trophy (best overall performance) this year. The highlight of Reed's summer — other than winning the Knarr title — was competing in the Folkboat Gold Cup in Germany and the International Knarr Championships in Denmark.

"The Knarr fleet is big (27 boats), competitive and challenging," claimed Reed, who is the president of an industrial contracting firm in Hayward. "The final standings would have been much closer if Chris Perkins hadn't divided his time between his Knarr and his J/105. However, the ever-present 'red boats' (Terry Anderlini and Knud Wibroe) made for fun racing!"

Next summer, Waldear will campaign *Sophia* in WBRA and, should he qualify, the IKCs, scheduled for August on the Bay. Meanwhile, Reed will be playing with his newly-purchased Choate 40 *Flyer*, which he'll race in some PHRF events as well as take on mini-cruises. "I now own two and a third boats," he laughed, "but this is the only one I can stand up in."

2) Benino, Terry Anderlini, StFYC; 3) Lykken, Robert Fisher, SFYC. (27 entered; 17 qualified)

WBRA IOD #100



Lacey (above), Dailey, etc.
San Francisco YC

The close-knit 'LP-306 Syndicate' purchased and restored their still unnamed blue IOD in the mid-'90s. They were second in WBRA in their '95 debut, and have since won the title five times in a row!

This merry group is made up of 'general partners' Tad Lacey, a real estate manager, and Evan Dailey, an insurance magnate, and 'partners' David Walker, John Merrill, Mark Maymar and Jim Davies. All except Merrill (the "new guy" even after 20 years) have known each other since grade school in Belvedere/Tiburon. Each guy owns a "51% controlling interest" in their 1970, Norwegian-built fiberglass boat, hence the 306 reference in their syndicate's name. "LP stands for 'limited partnership', though some would say it's short for 'liquor pigs'!" joked Lacey.

After winning the 1999 IOD World Championship here on the Bay, the partners took a more relaxed approach to this season. Evan only sailed two days (due to his daughter's wedding), Dave none (sailing his restored Mull 32 *Shadow* instead), leaving Tad to steer a lot of the races, and Mark and Jim to steer the rest. "We were still able to win the Woodies and Resin regattas, as well as the overall season," said Tad. "This wouldn't have been possible without an all-star crew, which in addition to the partners included Doug Holm, Tim Parsons, Mike Green, Don Jesberg, Don Atkin and Greg 'Radar' Felton."

Next year, the LP-306 gang hopes to maintain their WBRA streak, and possibly attend the IOD Worlds in Marblehead.

2) La Paloma, Jim Hennefer, StFYC; 3) Hecate, Dennis Jermaine, GGYC. (9 entered; 7 qualified)

SBRA Wylie Wabbit *Furrari*



Pete & Angie Rowland
Richmond YC

Just two years after moving up to the Wabbit fleet from their green Soling *Derf*, the Rowlands have arrived at the top of this highly competitive fleet. "It was a grueling season," claimed Pete, a UNIX systems operator in Berkeley. "We sailed 33 races in all kinds of venues — Ditch/Wiver 'wuns', the Lake Circuit, Santa Cruz, all over. We started tapping on the 'glass ceiling' last winter after winning the Santa Cruz regatta, and broke through when we won the RYC/SBRA regatta this April."

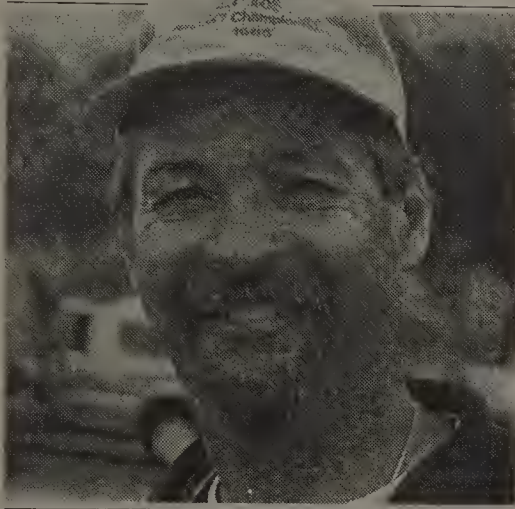
Sailing with main man Brent Draney ("great tactical input, flawless crew work") and Mark Briner, Naim Busek, Joe Penrod, O.J. Olsen and Dave Seaton, *Team Furrari* went into the season finale — the windy Great Pumpkin — tied with perennial season champ *Kwazy*. "Colin's hatch cover broke and he got too much water down below," recalled Pete. "But then we lost O.J. overboard and also had to unwind ourselves at the leeward mark. We were about 200 yards behind, but settled down and somehow went on to win!"

The Rowlands raved about the Wabbit design and the people in the fleet. "The boat is deceptively simple, but in fact is tricky to sail well," said Pete. "Kim (Desenberg), Colin (Moore) and Greg and Shannon (Byrne) have been mentors to us. Everyone has been very encouraging!"

Angie, who works at Quantum Sails, wants to defend their hard-earned title next year. Pete does, too, but also "wants to surf more and get a crew job on a good boat in a larger one design fleet."

2) *Kwazy*, Colin Moore, RYC; 3) Mr. McGregor, Kim Desenberg, RYC. (average starters = 8 boats)

SBRA El Toro, Sr. *Diablo*



John Amen
Richmond YC

Petaluma sailmaker John Amen won the highly competitive El Toro, Sr. title for the second year in a row. "The key is making all the races, not breaking down or — God forbid — fouling someone," claimed Amen. "I only wish more of the top sailors made the effort to attend all the races. As I tell my RYC junior students, 'You're only as good as your competition. Never wish the good guys weren't there.'"

Amen was, in fact, guilty of missing one day of El Toro racing — but he was busy preparing the Ranger 33 *Diminished Capacity* for their class-winning run in the Pacific Cup. But generally, he's the first guy in the parking lot the morning of a regatta. "I like to set the usual suspects on edge by being already rigged when they drive in. The best time to make snide remarks about their boat's lineage is while they're rushing to get together!"

Amen, whose daughter Jessica made All-American crew last year at USC, owns three El Toros, an FJ, a Byte, and a derelict Mercury that is slowly sinking into the pasture at 'Amen's Reef'. His varsity Toro, the red *Diablo*, is a high-tech Steve Smith model which sports a Composite Engineering mast and, naturally, an Amen sail. "Having the best equipment is important, too," admits John.

Being in the sailing industry, Amen likes to vacation as far away from water as possible — hence his annual pilgrimage to the Nevada desert for Burning Man. "You'd be surprised how many sailors I run into up there," he claimed.

2) Tom Burden, NoYC; 3) Jim Warfield, StkSC; 4) Vickie Gilmour, RYC; 5) George Morrill. (24 boats)

Independent Class Vanguard 15 #474



Carisa & Nick Adamson
Treasure Island SC

Defending champion Nick Adamson, who works for a structural engineering firm in Oakland, won the Vanguard 15 West Coast High Point Championship for the second consecutive year. Sailing with several different crew — new bride Carisa Harris-Adamson, Linda Fousek, and Charlie Boukather — Nick used first and second place finishes at the NAs and PPCs, respectively, to win the title over 64 mostly young, hardcore competitors.

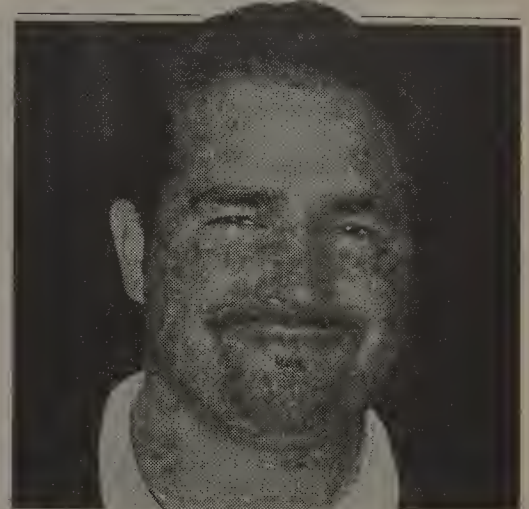
The V-15 season consisted of six races (the other four were StFYC Spring Dinghy, Lake Tahoe Invite, SYC Bay Championship, and the Tomales Bay Regatta), with two throwouts allowed. "It was a battle among racing couples — this fleet has lots of them," claimed Nick, citing runners-up John and Rachel Horsch and third-placers Shawn and Debbie Bennett.

With over 45 boats in the Bay Area (including 30 at TISC), the V-15 is the fastest growing and most competitive dinghy class around. Like the Mercurys, the V-15s are organized enough to stand alone, though SBRA would welcome them at any time. "A good website (www.vanguard-15.org) and lots of email are the keys to holding our class together," said Nick.

Adamson, who grew up sailing in Rockwall, Texas, is no stranger to the winner's circle. An All-American sailor at UC Irvine, Nick represented the U.S. in Lasers at the '96 Olympics, and is a past Laser National, NA and Canadian National champion. He also campaigns a 505, and finished second in that SBRA class this year.

2) John & Rachel Horsch, TISC; 3) Shawn & Debbie Bennett, StFYC. (25+ active boats)

SSS Black Soo *Starbuck*



Greg Nelson
Singlehanded SS

Solo sailor Greg Nelson, a computer guru from San Ramon, dominated the six-race SSS season for the second year in a row (doublehanded honors went to Jason Crowson and Huw Roberts on their Express 27 *Opus*). However, the *real* highlight of Nelson's year — and his sailing career to date — was his convincing victory in the 2000 SSS TransPac over the third largest fleet ever. "My fellow competitors, race committee and volunteers are what made it so special," said Greg.

Nelson has owned *Starbuck*, "the original ULDB" since 1998 (prior to that he had the Thunderbird *Ouzel*). A hands-on owner, Nelson totally rebuilt his well-known 32-year-old boat before he began campaigning it two years ago. During the SSS TransPac, the 2" pin connecting the autopilot to the tiller fell out, causing *Starbuck* to round down violently and break her boom. Undaunted, Greg was able to repair everything and get back up to full speed in just six hours.

Because the race took two days longer than anticipated, Nelson only stayed one day in Kauai before sailing 110 miles over to Oahu ("a nasty passage") to load his boat on a Matson ship. "The next ship was two weeks later, and I wanted to make the Half Moon Bay Race," explained Greg.

Nelson won the HMB Race, and capped his SSS season off with another overall win in the windswept (up to 45 knots) return leg of the Vallejo 1-2. "My buddy Napoleon and I set the masthead kite and hit 15-18 for most of the race. We were the second monohull to finish, almost reeling in *Salty Hotel*. It was a great way to end the summer!"

SEASON CHAMPIONS, PART III

'Jr. Sailor of the Year'

**El Toro
Luccolia**



**Molly Carapiet
SFYC/StFYC**

Sixteen-year-old Marin Catholic High School junior Molly Carapiet is our newest *Latitude 38* Junior Sailor of the Year, based not only on her racing accomplishments but her great attitude toward the sport. A product of the San Francisco YC junior program, she sailed her trusty El Toro *Luccolia* ('firefly' in Italian) for eight years before moving up to her club's 420s and Europes. She also skippers FJs for her school's varsity sailing team, crews on friend Jeff Allen's 29er, and somehow maintains a 3.8 grade point average despite her hectic sailing schedule.

The Carapiets had big boats (the Bird *Skylark*, and the 44-foot Hinckley Owens Cutter *Radiant*) when Molly was growing up, and still keep a Laser and Sunfish in front of their Belvedere Lagoon house. But it wasn't until the last few years that Molly (along with regular crew Louise Sherman) really came into her own. This past year was probably Molly's best ever, with a second place at the Rolex Women's Open in New Orleans, a sixth at the windy Ida Lewis Trophy (national junior women's championship) in Oklahoma, and a top third finish at the Leiter Cup (single-handed championship) in Newport, Rhode Island, among others.

At the Ida Lewis, Molly was presented the Sportsmanship Award by her peers, a high honor indeed. "I'm glad I was there to see that," said US Sailing official Vicki Sodaro. "Molly deserved it — she's a cheerful kid, a real pleasure to be around. She gives a lot back to the sport, and works hard at achieving her academic and sailing goals. I think she'll go far."

'Woman Sailor of the Year'

**Antrim 27
E.T.**



**Liz Baylis
SFYC/RVC**

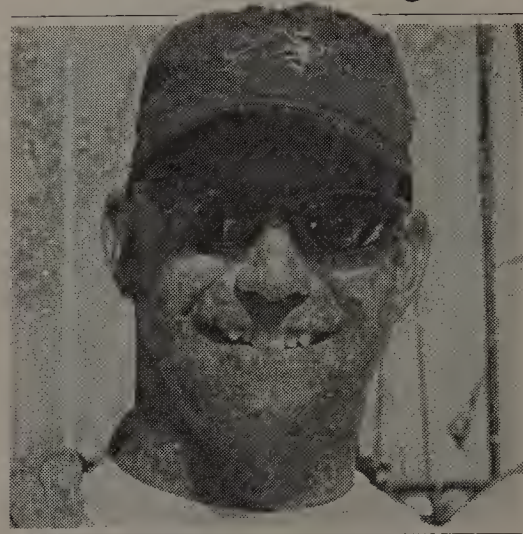
It would be hard to imagine a more deserving winner of the inaugural *Latitude 38* Woman Sailor of the Year than 37-year-old Liz Baylis of San Rafael. Not only was she part of the surprisingly strong *America True* America's Cup campaign, but in 2000, she also won her class in the Pacific Cup with her tiny Antrim 27 *E.T.*, sailed in five national women's match races (Texas, New York, Michigan, Rhode Island, Long Beach), and served in the afterguard of the winning Express 37 *Re-Quest*. Baylis has a soft spot in her heart for the latter boat, as she met her husband of two years, Todd Hedin, aboard.

Born into a Belvedere sailing family, Liz naturally went through the SFYC junior program. After college at UC Davis and Berkeley, her career as a public health microbiologist took her to Africa for three years. Upon returning in 1991, her sailing career really blossomed — her résumé includes stints with the shortlived Neutrogena Mumm 36 women's team, two years on the 1D-48 circuit with *America True*, three Pac Cups (*Recidivist*, *City Lights*, *E.T.*), an all-women TransPac (*Bay Wolf*), lots of big boat and J/24 buoy racing, and who knows what else.

Lately, Liz is concentrating on sailing her Antrim 27, as well as participating in the fledgling U.S. women's match racing circuit. She's currently ranked around 29th in the world and 6th in the U.S., having won the Sundance Cup (Texas) and placed well at a few other regattas. Her crew at these events includes friends Aimee Hess, Karina Vogen, Melinda Erkelens and Stephanie Wondolleck.

'Sailor of the Year'

**Volvo 60
illbruck Challenge**



**John Kostecki
St. Francis YC**

John Kostecki, the man Paul Cayard once labelled the best sailor on the planet, is our unanimous pick for this year's *Latitude 38* Sailor of the Year. He's the fifth recipient of this subjective award, following Jeff Madrigali ('96), Paul Cayard ('97), Mark Rudiger ('98) and Dee Smith ('99). This annual accolade goes to the best local sailor of the past year — and though he grew up in Novato, John hasn't lived here for some time, and was thus ineligible for this lofty honor until now.

Kostecki, who bought a house in Fairfax in September '99, spent most of last year sailing in the Cup Wars as Cayard's tactician on *AmericaOne*. He also managed to sneak in some races on the Farr 40 *Samba Pa Ti*, with enviable results: second in the Worlds, and a hat-trick of bullets in the Bay Area Farr 40 fall circuit (Quick Boat, NOOD, Big Boat Series). "I actually didn't race as much as usual last year," admits John.

In fact, he was quite busy putting together the *illbruck Challenge* Volvo Race campaign, as well as their recently announced 2003 America's Cup bid (with Dusseldorf YC). Kostecki, the skipper of both efforts, will establish residency in Germany this March to satisfy the America's Cup rules. In reality, he lives out of a seabag more often than not.

As part of his no-stone-unturned Volvo training, Kostecki just spent two weeks in the Southern Ocean, sailing 3,270 miles from Fremantle to Auckland (see www.illbruck-pinta.com). "It was a fast trip, with no major scares or issues," reported John. "Mission accomplished."

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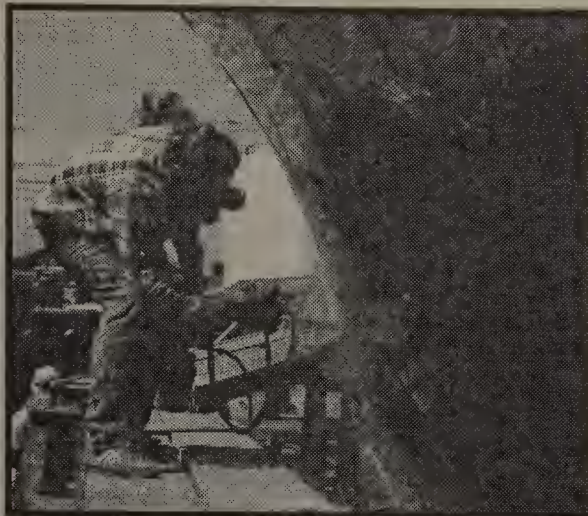
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BUILT TO TAKE A BEATING

Picture yourself at the helm of an 870-horsepower rescue boat five miles offshore on a stormy, pitch-black night. Bundled up tight in your survival suit and safety harness, you pilot her as fast as possible farther and farther offshore through an endless succession of angry 20-foot swells. As you crash over each foaming crest, then roar down into the trough behind it, your gut instinct urges you to turn and run for cover. But somewhere out in the darkness a terrified sailboat crew is in life-threatening peril, and the responsibility for their rescue has been placed in your hands. For us mere mortals, enduring such a bone-jarring, high-stress experience might warrant a hospital stay

Manager Alan Jaeger, referring to their intricately-reinforced aluminum hulls. "But then, they are expected to be in service for the next 25 years. Their 'operational envelope' goes up to 20-foot breaking surf, 30-foot swells and 50 knots of wind."

Toughness, though, is only one of their outstanding qualities. Since the new MLB's design features a fully-enclosed bridge in addition to the more traditional open fly bridge, plus relatively comfortable accommodations below decks, the endurance of crews in severe conditions

while making the physical tasks of crewing less arduous. "This is the first class of Coast Guard boats that has an electronic charting system," says Lt. Cmdr. Jay Dell, who is involved with the nationwide replacement program at CG headquarters in Washington, D.C. "And that system is interfaced with GPS, steering and radar." The 47s are also equipped

Capable of speeds over 25 knots, these new MLBs are a quantum leap ahead of the 44-footers they are replacing.

or a few weeks of psychotherapy, but for Coast Guard rescue teams it's all in a day's work.

We don't often profile motor vessels in these pages, but the Coast Guard's newly-introduced 47-ft Motor Lifeboat should be of interest to anyone who sails in West Coast waters. If you ever find yourself in desperate straits off the coast or on the Bay, one of these state-of-the-art rescue machines will most likely be the 'knight in shining armor' that is called upon to save you.

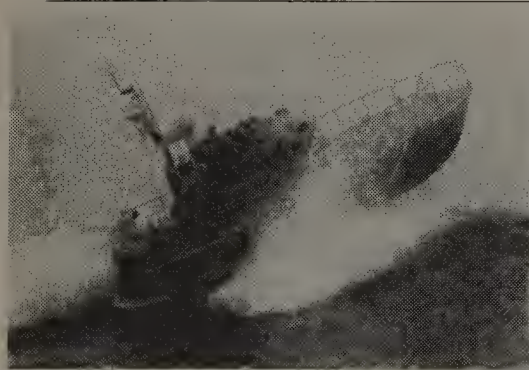
Capable of speeds over 25 knots, these new MLBs are a quantum leap ahead of the 44-footers they are replacing. With their planing hulls, they are roughly twice as fast as the displacement hulls of their predecessors; crew amenities below decks are infinitely more comfortable; steering

has greatly increased. "These boats have changed the way we look at using our resources," says Lt. Cmdr. Frank Parker, who plays a key role in coordinating rescue efforts in the greater Bay Area. "Because of the relative comfort of our crews, we can now send them out on 10-hour missions if need be, whereas before — with the exposed steering position of the 44s — we were lucky if we could get three or four hours of top alertness from a crew."

The combination of greater speed and better protection from the elements now allows guardsmen to reach remote areas twice as fast as a few months ago. "Before," explains Parker, "it took up to four hours to get to certain stretches of the north coast. Now we can get there in less than two."

Each new MLB costs about a million

SPREAD: COURTESY USCG, RICH MULLER; INSETS: COURTESY TMLs



positions are much more protected, and, if flipped, they will right themselves in as little as 6 seconds — four or five times faster than the 44s.

"They are actually built stronger than they need to be," says Deputy Project

bucks to build, but that seems like a bargain when you consider the crucial role they play in marine safety. Each is equipped with a vast array of high-tech gear that provides much-improved communications and navigation capabilities,

— THE NEW MOTOR LIFEBOATS

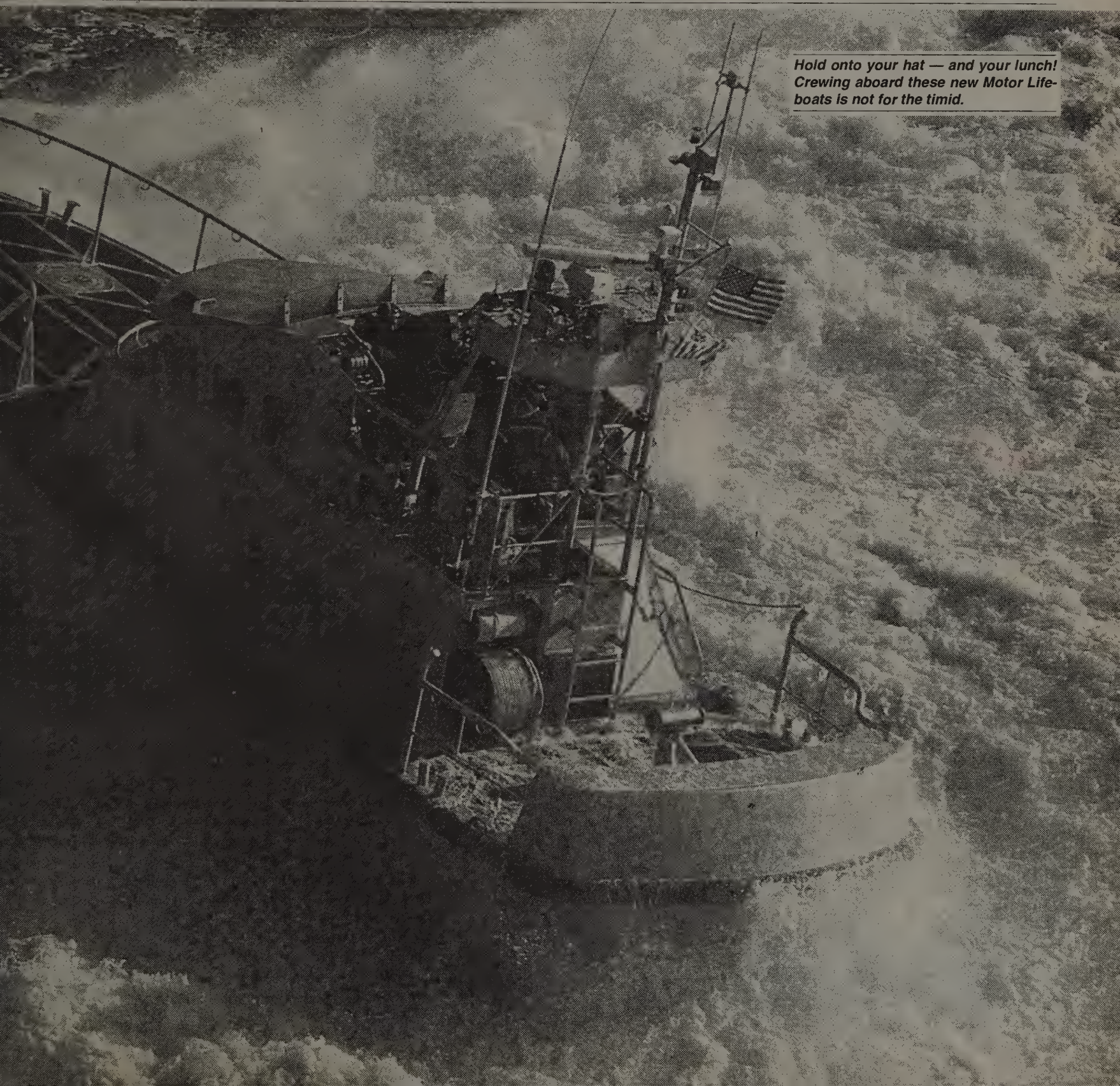
with sophisticated electronic control systems for their two big 435 hp Detroit Diesel engines, which allow complete maneuverability from any of four steering stations.

First introduced in the 1960s, the old 44s had a distinguished career as the

primary rescue craft for near-shore, severe weather rescues, and have helped save countless lives. But there is no question that these courageous warhorses were technologically outdated many years ago. The process of replacing them, however, was no simple matter. The lengthy design, construction and testing procedure began way back in 1986, yet the first

47-footers were put into service on the West Coast only a year and a half ago.

After extensive brainstorming (and borrowing a few ideas from the successful rescue boats of other nations), a design was drafted and a New Orleans firm called Textron Marine and Land Systems — which also builds tanks! — was awarded the contract for a final design and prototype. In 1990, the first new MLB was delivered to the Coast Guard's National Motor Lifeboat School at the noto



*Hold onto your hat — and your lunch!
Crewing aboard these new Motor Lifeboats is not for the timid.*

BUILT TO TAKE A BEATING

rious Columbia River mouth and a rigorous two-year testing phase began in what are some of the most treacherous waters of North America. Surf training there might be compared to riding one of those mechanical bulls that are popular in cowboy bars — but for hours at a time instead of minutes.

In '94 five pre-production MLBs were further tested at various coastal stations, resulting in further refinements before full production began in '95. There is currently one new MLB stationed at Monterey, two in the Bay at Station Golden Gate and one at Bodega Bay. Several more are expected within the next

COURTESY USCG



After a long and distinguished career, the 44s are being phased out and given to developing countries.

two years.

Ultimately, the success of any rescue vessel greatly depends on the crews who operate it, but by all accounts these new

boats are measuring up to the expectations. "They can definitely take a pounding," says Lt. Cmdr. Dell. "In the last year and a half they have operated successfully in the most extreme conditions. During training last winter, a coxswain mis-timed a wave and his boat completely pitchpoled backwards. But in seconds it came back up with

both engines running, all systems working and no injuries."

With performance like that, taxpayers should be satisfied that — for once at least — they're getting a lot of bang for their bucks.

— *latitude/aet*

New 47-Foot Motor Lifeboat

Length: 47 feet
Maximum Range: 200 miles
Maximum Speed: 25+ knots
Special Characteristics: ... Self-righting (if overturned, the vessel will return to an upright position in 8 seconds or less).
Towing Capacity: 150 tons
Primary Missions: Search and Rescue, Law Enforcement
Typical Crew: 1 Coxswain, 1 Engineer, 2 Crew

Old 44-Foot Motor Lifeboat

Length: 44 feet
Maximum Range: 215 miles
Maximum Speed: 14+ knots
Special Characteristics: ... Self-righting (if overturned, the vessel will return to an upright position in 30 seconds or less).
Towing Capacity: 125 tons
Primary Missions: Search and Rescue, Law Enforcement
Typical Crew: 1 Coxswain, 1 Engineer, 2 Crew

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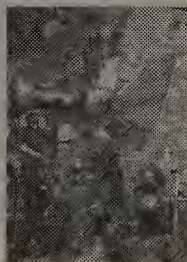


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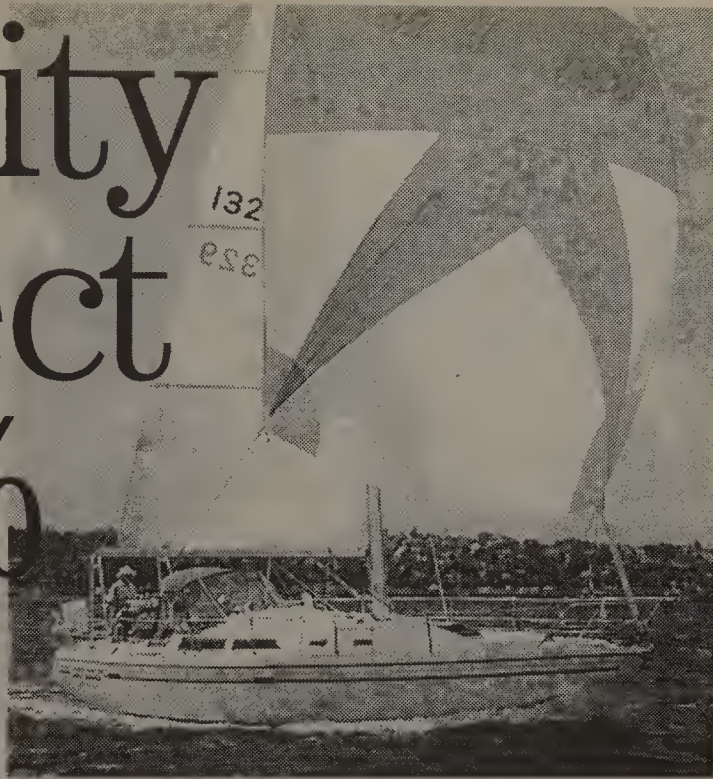


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CREW LIST 2001 —

Boy are you guys lucky. In order to update and streamline our Crew List forms, we experimented with forms modeled after voting ballots. That way, you could stick them in a machine and punch out your desires, skills and so on.

I AM / WE ARE LOOKING FOR CREW TO RACE ON MY/OUR BOAT

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

BOAT TYPE / SIZE _____

I / WE PLAN TO RACE:

(check as many as apply)

- | | |
|---|--|
| 1) _____ San Francisco Bay | a) _____ Handicap |
| 2) _____ Monterey/Santa Cruz | b) _____ One Design |
| 3) _____ Ocean Series | c) _____ YRA Season |
| 4) _____ 2001 TransPac | d) _____ Specialty Events
and/or occasional YRA |
| 5) _____ Coastal Race(s) | e) _____ Beer Cans |
| 6) _____ Mexico Race(s) | f) _____ Anything & everything |
| 7) _____ Baja Ha-Ha Cruiser's
Rally (Nov.) | |
| 8) Other _____ | |

I / WE WANT CREW:

- 1) _____ Who will consistently put out 100% for the chance to get experience, and won't complain when wet, bruised or scared silly
- 2) _____ With at least one **full** season of racing experience
- 3) _____ With more than three years experience
- 4) _____ Willing to do occasional maintenance/repairs
- 5) _____ Willing to do occasional lunches/galley duty

I / WE RACE:

- 1) _____ Casually. Winning is nice, but let's keep it fun.
- 2) _____ Pretty seriously. Why else make the effort?
- 3) _____ Very seriously. I/we don't like to lose.

Mail completed form and \$1 to: *Racing Crew List*,
15 Locust Ave., Mill Valley, CA 94941 by **FEBRUARY 15, 2001**.

woman mean she wanted to race around the buoys, or around 'a bunch of boys'? And we won't even mention the mail-ins or the chads.

Needless to say, we needed a recount. But even that turned into a royal pain. Cruisers and Racers became so polarized that we couldn't trust either one to count accurately. We appealed to the courts for help, but they were busy with some kind of election snafu. We finally just tanked the whole thing. The system just doesn't work.

So you're going to have to do it the old way. On the bright side, as long as you write legibly, there's little chance your Crew List form won't be counted — and a major chance that you'll get to expand your sailing horizons this coming summer.

Welcome to our biggest Crew List of the year. As you'll note, forms on the following pages cover just about every type of sailing anyone might like to do short of the America's Cup — Cruising, Racing, Daysailing, Co-Chartering and Boat Swapping. If you're interested in any of those, opportunity is a-knocking. Why not open the door and get started?

Here's how the Crew List works: Check out the forms on these pages and find the one that most closely suits the type of sailing you want to do. For example, if you started sailing recently and want to really get into it, you'll likely want to send in a "Want to Crew on a Racing Boat" form. If you're a boat owner taking off for far horizons but need crew, you'll want to

HAVE SAILBOAT, WILLING TO TAKE OTHERS OUT FOR CASUAL DAYSAILING

NAME(S): _____

AGE(S) _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

I AM / WE ARE:

- 1) _____ Single to take singles out
- 2) _____ Couple to take couples out
- 3) _____ Singles, couples or small groups okay, but leave any kids home
- 4) _____ Kids okay as long as you can control them

Mail completed forms and \$1 to: *Daysailing Crew List*,
15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 2001**

Unfortunately, we contracted with a Florida firm to supply us with the machines. This has led to inestimable problems. In a trial run with a few hundred people we couldn't decide if they wanted to race, cruise, daysail or hike the Appalachian Trail. Did this one have a lot of time on boats, or hardly any? Did this

concentrate on the "Looking for Cruising Crew" form.

You then need to go through the form and fill out as much information as you can to narrow down your desires and skills.

Then enclose the form with the appropriate advertising fee in an envelope and send it to our office.

Once we receive the forms, we'll compile them into two Crew

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

I AM / WE ARE:

(check as many as apply)

- | | |
|--|---|
| 1) _____ Single | 4) _____ Would like to bring kids |
| 2) _____ Couple | 5) _____ Going sailing to escape the kids |
| 3) A group of _____ (state number) friends interested in sailing | |

Mail completed forms and \$5 to: *Daysailing Crew List*,
15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 2001.**

List articles, one in March and one in April. The March one will be for racers only, as those boats will need to firm up crew for the racing season early. In April, we'll run the Cruising, Co-Chartering, Daysailing and Boat Swapping Crew Lists. In both issues, we'll publish each of the names sent to us, along with a contact number and a little bit about the desires and skills of each Crew List participant. Both the March and April lists contain hundreds of names of people of both sexes, all ages and all experience levels. If you can't find a 'match' in this bunch, maybe you *should* consider that Appalachian hike.

When the March and April issues come out, look over the lists of people whose needs best match your desires, and start making calls. You'll also be getting calls, of course. Many Crew Listees end up facing the pleasant dilemma of having to choose from a variety of offers. Also in April, we'll have a big Crew List Party, where you can come and meet your new crew or skipper, keep looking for a boat or crew if you haven't found one — or just hang out and enjoy the company of some like-minded people. Anyway you look at it, the Crew List experience is pretty much of a win-win deal.

But you can't 'win' if you don't play. And you can't play unless you read and acknowledge the following: The *Latitude 38* Crew List advertising supplement is for informational purposes only. *Latitude 38* neither makes nor implies any guarantee, warrantee or recommendation as to the character of individuals who participate in the Crew List, or the conditions of their boats and equipment. You must judge those things for yourself.

I / WE WANT TO CREW ON A RACING BOAT

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

I / WE WANT TO RACE:

(check as many as apply)

- | | |
|------------------------------|--------------------------|
| 1) _____ San Francisco Bay | 4) _____ 2001 TransPac |
| 2) _____ Monterey/Santa Cruz | 5) _____ Coastal Race(s) |
| 3) _____ Ocean Races | 6) _____ to Mexico (Nov) |

I / WE PREFER:

- | | |
|---|---------------------|
| 1) _____ Boats under 30 feet | 4) _____ Dinghies |
| 2) _____ Boats over 30 feet | 5) _____ Multihulls |
| 3) _____ Specific class or design _____ | |

MY/OUR EXPERIENCE IS:

(Check/circle where appropriate)

- 1) _____ None
- 2) _____ A Little: **a)** Little or no racing, little other sailing experience;
b) Little or no racing, one or more years of general sailing;
c) Little or no racing, lots of cruising and/or daysailing
- 3) _____ Moderate: **a)** Less than one full season; **b)** Out of area racing experience, but am unfamiliar with local conditions.
- 4) _____ Mucho: **a)** One or two full local seasons; **b)** One or two long-distance ocean races; **c)** Years of Bay and ocean racing

Other pertinent experience: _____

I / WE WILL:

(check as many as apply)

- 1) _____ Help with the bottom, do maintenance — anything!
- 2) _____ Play boat administrator, go-fer
- 3) _____ Go to the masthead to retrieve the halyard at sea
- 4) _____ Navigate, I've got lots of experience
- 5) _____ Do foredeck, I've got lots of experience
- 6) _____ Do grinding, I've got muscle
- 7) _____ Do lunches/provisioning

Mail completed form and \$5 to: *Racing Crew List*,
15 Locust Ave., Mill Valley, CA 94941 by **FEBRUARY 15, 2001.**

Here are some tips and suggestions to get you going:

- **Be Honest.** This is probably the most important 'rule' of all. Don't artificially inflate your experience or skill level. It's bad

I AM / WE ARE LOOKING FOR CRUISING CREW

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

WHERE AND WHEN:

MY/OUR BOAT IS A: _____

I/WE PLAN TO SAIL TO: _____

ON OR ABOUT (DATE): _____

MY / OUR IDEAL CREW WILL:

(Check as many as apply)

- 1) _____ Be willing to share basic expenses such as food and fuel
- 2) _____ Be willing to bust butt preparing the boat
- 3) _____ Have more desire than experience
- 4) _____ Have lots of ocean experience
- 5) _____ Know more about offshore navigation than just pushing buttons on the GPS
- 6) _____ Have mechanical skills for the engine, refrigeration, etc.
- 7) _____ Have language skills: a) Spanish, b) Other: _____
- 8) _____ Other skills (woodworking, scuba, etc.) _____
- 9) _____ Be unattached and unopposed to the possibility of a friendship blossoming
- 10) _____ Look good in a bikini/speedo/birthday suit
- 11) _____ Understand and appreciate Jim Carrey's humor.

Mail completed form and \$1 to: *Cruising Crew List*,
15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 2001**.

karma, for one, and — on a racing boat especially — it will come back to bite you. We don't mind sailing with BS'ers, as long as they're honest ones.

• Along the same vein, *little or no experience is not a disadvantage*. Unless you want to crew in the next Admiral's Cup, you newbies out there have as good a chance — okay, almost as good — as anyone on the Crew List. If the truth be told, you might even have an advantage over more experienced folks in some cases. Why? Experienced people are more likely to take issue with an owner about the set of the sails, best way to anchor and so on. Novice hands, however, are happy to do things just the way the skipper teaches them. Hey, it is his boat.

• *Be realistic about the commitment*. Sailing takes time. Even a simple daysail can end well after dark by the time the boat gets put away — the 'time flies when you're having fun' principle in action. Cruising and chartering are obviously 24-hour-a-day pursuits, but perhaps the most time-intensive type of sailing

I / WE WANT TO CREW ON A CRUISING BOAT

NAME(S): _____

AGE(S) _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

SAILING EXPERIENCE:

- 1) _____ None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game
- 2) _____ Some. At least a) 5, b) 10, c) 20 sails on the Bay or equivalent while being active and suffering the normal cuts, bruises and hollering
- 3) _____ Moderate. Several years active crewing on the Bay or equivalent, or at least one long coastal or trans-ocean trip
- 4) _____ Lots. Several long ocean passages

I / WE WANT TO CRUISE:

(check as many as apply)

- | | |
|--------------------------------------|---------------------------------|
| 1) _____ SF Bay and/or Delta | 8) _____ Caribbean |
| 2) _____ Monterey Bay | 9) _____ Mediterranean |
| 3) _____ Southern California | 10) _____ Anywhere warm |
| 4) _____ Mexico this fall/winter | 11) Other destination(s): _____ |
| 5) _____ Hawaii and/or South Pacific | |
| 6) _____ Pacific Northwest or Alaska | |
| 7) _____ Antarctica | |

I / WE CAN OFFER:

(check as many as apply)

- 1) _____ At least a month of shared expenses
- 2) _____ Mechanical skills: engine, electronics, refrigeration, etc.
- 3) _____ Elbow grease for bottom work, varnishing and upkeep
- 4) _____ Cooking and cleaning skills
- 5) _____ Language skills — I'm reasonably conversant in a) Spanish; b) Other(s): _____
- 6) _____ Ornamental skills — I look good in a bikini/speedo
- 7) _____ Personality skills — I don't get pissed when awoken at 3 in the morning and can maintain a sense of humor in most situations
- 8) _____ Other skill(s): _____

Mail completed form and \$5 to: *Cruising Crew List*,
15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 2001**.

out there is racing. Tons of behind-the-scenes work goes on in any successful racing campaign, and most of it ain't out on the race course. It's done at the dock, on the trailer or in the yard. And as part of the crew, you'll likely be expected to put in your share of layday work. This is not to mention the racing itself, which goes on for some fleets almost every weekend during the summer. Whatever the schedule of your boat's fleet, you as crew

I / WE WANT TO CO-CHARTER

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE (____) _____

CONTACT IF DIFFERENT THAN PHONE: _____

WHERE AND WHEN:

I/we want to co-charter for _____ weeks in the (spring, summer, fall, winter) _____ of 2001.

SAILING EXPERIENCE:

(Check one from each column)

- | | |
|--|---|
| 1) _____ Little or none | a) _____ I'd like co-charterer to skipper and give me direction |
| 2) _____ Moderate. I sail regularly and have chartered before | b) _____ Prefer co-charterer of at least equal proficiency |
| 3) _____ Lots. I've sailed and/or chartered many types of boats and am a competent skipper | c) _____ Would be willing to co-charter with less experienced party |

I/WE PREFER TO CO-CHARTER:

(check as many as apply)

- 1) _____ Bareboats (we sail)
- 2) _____ Crewed (professional skipper and/or crew)
- 3) _____ With other couples
- 4) _____ With other singles
- 5) _____ With my/our well-behaved kids, age(s) _____
- 6) _____ A smaller (30 to 40 ft) boat with one or two other people
- 7) _____ A medium (40 to 50 ft) boat with four to six other people
- 8) _____ A large (60 ft or more) boat, the more co-charterers' the merrier

I/WE WANT TO CHARTER IN:

- | | |
|------------------------------|----------------------------|
| 1) _____ San Francisco Bay | 6) _____ Pacific Northwest |
| 2) _____ Monterey/Santa Cruz | 7) _____ Caribbean |
| 3) _____ Southern California | 8) _____ Mediterranean |
| 4) _____ Mexico | 9) Other: _____ |
| 5) _____ Hawaii | |

Mail completed form and \$5 to *Co-Charterer Crew List*, 15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 2001**

I / WE WANT TO BOAT SWAP

NAME(S): _____

AGE(S): _____ SEX: _____ PHONE: (____) _____

CONTACT IF DIFFERENT FROM PHONE: _____

WHERE AND WHEN:

My/Our boat is a _____

I/we would like to swap boats with the owner of a similar vessel in the (Pacific Northwest, Caribbean, SoCal, Mediterranean, etc.) _____ area.

I/we would like to cruise this area for about _____ weeks in the month of _____, 2001.

Mail completed form and \$5 to: *Boat-Swapping Crew List*, 15 Locust Ave., Mill Valley, CA 94941 by **MARCH 15, 2001**.

other opportunities will develop.

• *Be realistic about deadlines.* To put March's Crew List together, we must receive forms from racers no later than **February 15**. Everyone else has until **March 15**. These dates are not arbitrary. If we don't have the forms in our hot little hands by then, your name won't go in. Also note that your name won't go in if the advertising fee isn't included with the form. Prices vary from \$1 to \$5 depending on if you're a crew or boat owner (the latter get off easier since they're spending enough on the boat already). All the pertinent information is at the bottom of each Crew List form.

• *Women Crew Listettes.* Women taking part in the Crew List are encouraged to use first names only — and some form of screening responses such as email addresses, answering services or fax numbers. In other words, something other than home phone numbers. Women generally get many more contacts than men, and (we've been told) they're just easier to deal with if they're indirect, at least initially.

• *One person per form please* — unless you are offering your skills or services as a couple only and don't wish to be considered individually. Hey, we've been in love; we know how great it can be to share an adventure like cruising to a faraway land together. If you need more forms for friends or whatever, just make copies of these.

Well, that's about it. We will rerun the forms next month in *Sightings*, but we strongly encourage you to get these ones in as early as possible. Especially you Florida readers. We know how you guys love to drag things out . . .

will be expected to show up on time and in working order for each race unless you call ahead well in advance to let your mates know about changes in plans.

What if you discover halfway through the season that racing's not really your bag of tea? Our advice is to tough it out with a good attitude until the end. The sailing community is a small one, and once you establish yourself as a dependable player,

VICTORIA TO PANAMA

John Neal and Amanda Swan-Neal are widely respected for both their cruising seminars and their instructional offshore programs aboard 'Mahina Tiare III', a 1997 Hallberg-Rassy 46. They both bring decades of experience to every class session. John started his blue water sailing career by singlehanded the South Pacific in '74 on a 27-footer and has been chalking up ocean miles ever since. New Zealand-born Amanda grew up cruising with her family and went on to crew aboard the all-women's Whitbread racer Maiden. We join them here with the first of several installments that will take them from Victoria, B.C. to Sweden.

Leg 1 — Victoria, B.C. to San Diego

• 3/22/00 — Winds: WNW @ 27 kts

When the sun broke through the dense Washington fog, we took it as a good omen for the start of our 11th year of sail-train-



The crew 'melting pot' at Hearst's famous Castle. The focus was on sailing, but there was plenty of time for exploring ashore too.

ing expeditions. The first leg would be a passage down the Washington and Oregon coasts, an area which has been dubbed "the graveyard of the North Pacific." People thought we were crazy to propose this passage so early in the season (late in March), but we wanted to get through Panama and the Caribbean before the July 1 start of hurricane season.

Amanda and I had arrived in Victoria a week earlier, mooring in front of the famous Empress Hotel, which gave us plenty of time to unpack, store, organize and rest up before our passage crew arrived on March 20th.

Before we knew it, that date had arrived and our new crew members were all on the dock, keen for adventure! The first day of each expedition is always similar: crew arrive at noon and we spend the afternoon going through safety orientation, then have dinner ashore together, and prepare for an early start.

For this passage, a call to our weather router, David Burch of Starpath School of Navigation (www.starpath.com) and to the National Weather Service Forecast

Office in Seattle were important. Both advised us to leave ASAP so we could take advantage of a small break in the southerly gales that had been smashing the Washington coast — and the tides were perfect.

With a 0530 departure, we had a 2-knot ebb helping us all the way to Tatoosh Island at the western entrance of the Straits of Juan de Fuca. The forecasted 10 to 20-knot westerly wind never showed up. Instead, we motorsailed in light, easterly following winds. Once out to sea, the wind swung around to the SE at 15-20 knots and we spent the night motorsailing, dodging a steady stream of freighters and trying to get south as fast as possible.

Early the next morning, Rose, one of our crew members, said she was experiencing a lot of weather helm. The forecasted shift from S to SW winds had occurred, so we quickly unrolled the headsail, secured the engine and started a great sail! The winds continued to clock around, soon coming from WNW, and occasionally gusting into the low 30s. We considered reefing, but the crew were enjoying pushing hard, and getting some surfing action on the big swells. The promise of sunshine and NW winds of up to 30 knots meant that this passage to San Francisco might be our fastest ever.

After extensive upgrades this year both above decks and below, *Mahina Tiare* was in great shape and ready for her 11,000-mile itinerary between Victoria and Gothenburg, Sweden. We had long looked forward to sailing into the tiny Swedish harbor of Ellos, where we would invite *Mahina Tiare*'s builders aboard.

• 3/23/00 — Winds: NNW @ 32-45 kts; Seas : WNW 10-12'

On our second day out, *Mahina Tiare* was rocketing along downwind with 32-45 knots of wind on her stern. We had to shorten sail three times, leaving us with a double-reefed main, and a poled-out 80% genoa.

It took total concentration on the helm as sometimes, when we were surfing down big waves at 8.5 to 11.4 knots, a larger swell would knock the boat on the starboard stern quarter. We discussed the

option of gybing the main over and broad reaching away from the coast, but our crew was doing a good job on the helm and we all wanted to cover as many miles as possible before the arrival of the predicted light, variable winds. As we crossed the Oregon-California border we realized

We considered reefing, but the crew were enjoying pushing hard, and getting some surfing action on the big swells.

we might break our previous records for this passage by several days.

A highlight of the sunny, cloudless morning was the sighting of four huge gray whales, each over 50 feet long. They followed us for more than 30 minutes, repeatedly crossing our course only a boat length away, letting us pass, then gliding effortlessly ahead.

Sailing through such large seas, some crew members initially battled seasickness, but all eventually got their sea legs.



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— LEARNING IN THE OFFSHORE CLASSROOM

When conditions mellowed a bit, we covered several teaching topics including first aid at sea, inventory of our survival packs, discussion of electrical power generation and monitoring systems, watermaker options and showering.

• 3/28/00 — Winds: W @ 21 kts; Seas: NW @ 18'

We passed under the Golden Gate Bridge at 1730, exactly 4 days and 12 hrs after leaving Victoria. This was by far our fastest passage ever to San Francisco.

It was just before sunset when we tied up at Sausalito's Schoonmaker Point Marina, and the crew were fast asleep soon after dinner! Sunday was a day of exploring and visiting with friends. Then Monday we had a quiet sail to Angel Island State Park in the middle of San Francisco Bay, where everyone hiked at least part way around the island, soaking up the sunshine.

The following morning we were up and away at 0500, and were treated to a spectacular 'light show' with the moon hovering over the lights of the San Francisco cityfront while the sun rose over the East Bay. The day's goal was to make the 93-

mile trip to Monterey before dark.

Before leaving the Bay, we'd all gone over the charts together, selecting our favorite places to stop and explore. Monterey, with John Steinbeck's Cannery Row and the famous Aquarium were high on everyone's list, followed by the San Simeon anchorage, which gives access to Hearst's Castle. Afterwards, we planned to stop off at the Channel Islands, Santa Barbara and San Diego.

• 4/4/00 — Winds: NW @ 16kts

Our stop at San Simeon was super — we were able to land our Avon RIB 340 through the surf, upright. There were a few exciting moments as the surf built and I was trying to get the engine started. I had to punch through one breaker which resulted in a lot of water getting into the dinghy, but no problems. Our crew took tours of William Randolph Hearst's Castle,



After teaching for seven years on a Hallberg-Rassy 42, they moved up to a 46 for its increased comfort and performance.

while Amanda and I strolled through the museum.

Port San Luis was our next short stop with an 0300 start in order to make Santa Barbara before dark. As this was crew member Phil's homeport, he treated us to dinner at the waterside Santa Barbara YC, where he is a member.

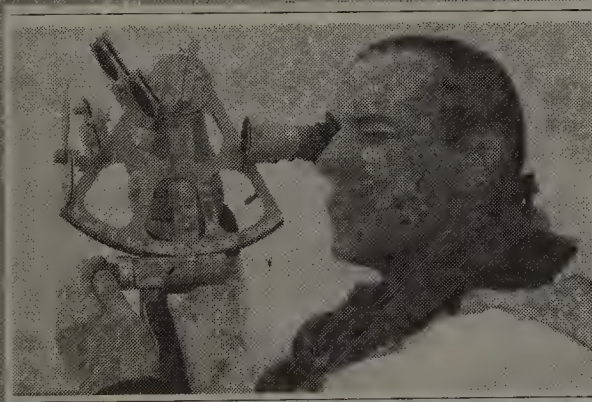
Sunday morning saw us running, hiking and exploring this colorful beachside town. An afternoon departure gave us time to cruise out to Smuggler's Cove on Santa Cruz Island and an early morning start the following day insured that we arrived at Avalon Bay, on Catalina Island, in time to stroll the hills and explore the seaside village. Rose found us a neat waterfront fish market restaurant where we enjoyed an outrageous dinner. Avalon was lovely mid-week with only a handful of moorings occupied.

We had fine winds on our sail from Avalon to San Diego, the final passage of Leg 1. The sun burned through the light marine layer enough to allow everyone plenty of sun shots with the sextant. We would have dropped the mainsail and hoisted the storm trysail to make sighting easier, but the sailing was just too good and we wanted to make sure we arrived in our San Diego berth before dark. This crew has been delighted to study everything, as five out of six will be sailing their own boats down the coast in the future.

Leg 2: San Diego to Acapulco

• 4/14/00 — Winds: WNW @ 25-31 kts

With a new crew on board for Leg 2, our luck with the 'wind gods' continued as we headed down the Baja Peninsula. I still have fond memories of our first night out: The nearly full moon had just dropped below the horizon leaving a million stars overhead and *Mahina Tiare*



Spread: After a long passage from San Diego, 'Mahina Tiare III' approaches Cedros Island. Inset: John and Amanda teach a wide range of navigation and piloting techniques, including celestial.

VICTORIA TO PANAMA

surfing the swells at 8 or 9 knots under a full press of canvas. The sensation of speed was addictive. We never expected this much wind along the coast of Baja California. It was fantastic!

We had received an excellent forecast of 25-knot following winds, so we wanted to get some miles under the keel before stopping. As a result, we chose Cedros Island — a 20-by-5-mile island that lies 320 miles south of San Diego — as our Mexican port of entry instead of Ensenada, which lies just 60 miles south of the border. Several friends in San Diego had also advised us that it is frequently easier and quicker by many hours to clear in at smaller ports in Mexico.

Our sail to Cedros was in mostly 12 to 15-knot winds, except as we closed on the island the winds topped 32 knots, giving us a spectacular 9-knot surfing arrival. As it was near dark when we reached the settlement, we decided not to go into the small man-made harbor between two breakwaters even though it is well-described in the *Charlie's Charts of Mexico* cruising guide. Instead we anchored just north of the harbor in 37 feet with an excellent sandy bottom.

Everyone enjoyed a night without watches and the first thing in the morning Amanda dropped crew member Marc (who speaks Spanish well) and I on the fishboat wharf, and off we went in search of the *Capitan del Puerto* to clear customs. The village of Cedros was dry and dusty, with unpaved streets, abandoned rusting vehicles, yet very friendly people. The port

During a storm tactics lesson, the crew learns how to set up and deploy a Galerider drogue, as well as other heavy weather techniques.

captain initially said that we would have to sail to Cabo San Lucas, 400 miles away to clear immigration, to which I said, "No problema." I think that was a test, because as soon as he heard those words he called the immigration officer who said she would meet us at 1330. He asked that we keep one person aboard to watch the boat, but said that everyone else was welcome to come ashore. Our crew found a small bakery with tasty treats and pizza and took off exploring.

Checking into Mexico is a challenge. Unlike most countries, it appears that cruisers are expected to provide their own forms. Chris Frost, owner of Downwind Marine in San Diego, gave us sample forms that Amanda typed into her computer, filling in the blanks. We got a couple of things mixed up, but with the help of a little White-Out and the port captain's guidance, we eventually got it right. The attractive young immigration officer arrived and stamped our passports as she breast-fed her giggling daughter who tried to throw everything off the desk.

Before raising anchor, we had a quick swim, scrubbed the prop and checked the bottom. After passing the substantial salt works at the south end of Cedros, we got our first look at Baja California as we passed between Isla Natividad and Punta Eugenia.

The winds steadily increased as we headed offshore and so did the traffic. Of the 20 or so ships and boats we'd passed since leaving San Diego, all but two dis-

Eva plots 'Mahina Tiare's' course on the approach to Panama. Every crew member gets plenty of chances to practice on the offshore legs.

played navigation lights. We'd been keeping an extra careful lookout in these waters, however, after Mike Barnett of Blue Water Insurance warned us that many Mexican fishing boats do not run nav lights at night.

We usually plan most of our stops well in advance, but sailing the coast of Mexico was a new experience for us, so our itinerary wasn't yet etched in stone. We decided to skip the busy sportfishing harbor of Cabo San Lucas, but considered stops at Puerto Vallarta, Mazatlan or Ixtapa. With 1,100 miles to sail in 10 days, though, any stopovers would have to be few and brief.

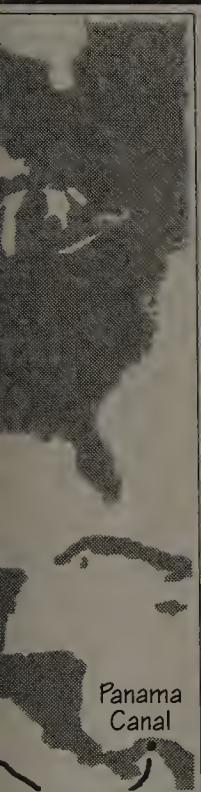
• 4/23/00 — Winds: WNW @ 3kts

Our passage from Cedros to Puerto Vallarta was smooth with some periods of motoring as well as winds up to 25 knots. The nights were warm, about 75°, and the humidity had doubled in the past two days to 89%, but it was still comfortable. After passing Cabo, the winds got lighter, and the best sailing was at night. Each day became hotter and keeping everyone hydrated became a challenge, especially for those not used to drinking two quarts of water a day.

We tied up at the first-class Marina Vallarta with 350 berths surrounded by restaurants, hotels and condos. What a contrast to Cedros! We saw a few dozen



— LEARNING IN THE OFFSHORE CLASSROOM



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cruising boats, but most of the owners weren't aboard. An exception was *Destiny*, a Centurion 47 owned by JoAnne & Michael Gray who had taken our Weekend Offshore Cruising Seminar while preparing to depart from Seattle. They had been out two years and were then getting ready to sail the South Pacific. They offered to show us around P.V., so our group hopped on a packed bus for downtown, along with our longtime friends Jim and Sue Corenman who happened to be in town.

We hadn't seen them since Auckland in June, 1994. Since then, they've completed a circumnavigation on *Heart of Gold*, their sexy Schumaker 50, winning races everywhere they stopped. Jim founded the SailMail HF radio email system with Stan Honey.

We had arrived at a great time! Easter week in Mexico is a major holiday and the waterfront boulevard was jammed with locals. Everyone was dressed up, the restaurants were packed with happy folks, and musicians played on the beach while fireworks were fired off nearby. Mike and JoAnne took us to one of their favorite spots, an airy upstairs restaurant with a killer view of the harbor. Dinner was great and very reasonable, the live music was superb and our crew got the chance to pick Mike and JoAnne's brains about what cruising as a couple is like.

After dinner we explored the town, checking out art galleries, handicraft stores, the waterfront's famous bronze sculptures and its distinctive architecture.

The next morning we sailed to Tenacatita Bay where we met Marc and Teri on *Tauranga*, a custom Laurie Davidson 52. Veterans of one of our San Francisco seminars, they suggested that we take the dinghy on a river ride up through the mangroves. We saw hundreds of birds, but missed seeing the saltwater crocodiles that are endemic to the region.

The campground along the beach was overflowing with hundreds of Mexican

families who all seemed to be having a blast. In the middle of the beach was a tiny *palapa* (outdoor restaurant) that served outrageous *ceviche* made from octopus, fish and shrimp, accompanied with coconut drinks.

We were diligent about working through our teaching plan during this expedition, but the afternoon heat meant that we often had class in the evening. All we had left to cover was going aloft to check the rig, and servicing winches. Following our *Expedition Handbook*, which Amanda updated and expanded this year, sure made teaching easier and retention better.

Our next destination was Ixtapa. We connected by radio with our old friends from Seattle Dan and Debi Dinsmore on *Andante*, who were 100 miles ahead of us. We made plans to rendezvous with them at Isla Grande at sunset, which lies just before Ixtapa.

Here too, throngs of happy Mexicans were busy enjoying the holidays. After lunch at another great beach *palapa*, Dan and Deb took us on a tour of the 'real' town beyond the tourist shops that line the beachfront streets. A block inland, we found a thriving, friendly town, and understood why many cruisers consider it to be their favorite town on the Pacific coast of Mexico.

The public market was fascinating.

There were all kinds of tiny stalls with every type of fruit, vegetable and meat imaginable and lots of local folks. It reminded us a little of the incredible markets we'd visited in Papeete, Tahiti, and Suva, Fiji, except without the flowers and romance of the South Pacific. That same afternoon we raised anchor and set sail for Acapulco in company with *Andante*.

Whoever made the comparison between Acapulco and Honolulu had obviously never visited Hawaii. Our arrival was during the busiest week of the year — Easter week, when supposedly 80% of Mexico City's population heads to Acapulco's beaches and nightclubs.

The city was jammed with traffic, the

music never stopped and the party was rocking! The *Club de Yates* had a berth waiting for us next to a 120' Jongert ketch and a powerboat. It didn't take our crew long to find the pool with its adjacent restaurant and bar.

In the evening we found a neat waterfront restaurant with a fabulous view of the harbor. Our entire crew walked along the jumping waterfront until nearly midnight, then piled in taxis and headed back to the *Club de Yates*.

We had been warned that the next

morning (Monday) was a holiday, as had been the entire previous week, but were delighted when the yacht club harbormaster, Sr. Marquez, said that for \$32 he would handle signing our last crew off the boat with immigration and checking us in with the Port Captain.

Leg 3 — Acapulco to Panama

• 5/1/00 — Winds: W @ 14 kts; calm seas; water temp: 82°; humidity: 66%

Originally we had planned to sail along the coasts of Mexico, Guatemala, El Salvador, Honduras, Nicaragua and Costa Rica to reach Panama, but several different cruisers who'd just arrived from the Canal said there was no wind and lots of unlit fishing boats to dodge. So we opted to sail non-stop from Acapulco to Cocos Island, which lies 350 miles off Costa Rica,

Bashing around offshore is fine, but when in port, it's time to relax. (L to R) Amanda, John and friends Debi and Dan enjoy a P.V. pool bar.

In the middle of the beach was a tiny palapa that served outrageous ceviche made from octopus, fish and shrimp.



then on to Panama.

By 1500 we were underway on what was a very calm, 1,015 mile passage to Cocos. We had some great sailing, interspersed with a lot of motoring, as we expected. With temperatures on deck be-

VICTORIA TO PANAMA

tween 90° and 100°F and cabin temperature never dropping below 85° for a week, our biggest challenge was keeping the crew hydrated. We have found that 1/2 liter per hour is necessary and that we can't rely on thirst as an indicator for dehydration. For the first time we rigged up a sailing awning to cover the helmsperson who isn't able to hide from the sun under our hard dodger.

• 5/10/00 — Winds: S @ 7 kts

When we were two miles from Wafer Bay, our crew spotted what looked like a patrol boat speeding toward us. In minutes, a 20-ft Parc Nationale boat pulled alongside and motioned for us to call them on the radio. Mounted in the boat's cabin window for all to see was a stainless steel 12-gauge short-barreled riot gun. It seemed funny talking on the radio to the ranger who remained inside his boat only 20 feet away, but I gave him a call on Channel 16. He identified himself as a national park ranger, asked us if we knew we were inside their 8.5 mile park boundary and what we were doing.

I replied that we were headed to their station at Wafer Bay and hoped to be

granted permission to rest for one night before continuing on to Panama. I invited the rangers — there were four, two dressed in military fatigues — aboard for

Mounted in the boat's cabin window for all to see was a stainless steel 12-gauge short-barreled riot gun.

chocolate cake and the tenor of conversation became much more friendly.

Once anchored two rangers came aboard. Freddy Salazar and Sr. Gutierrez accepted brownies, hot out of the oven and cold juice while looking over our clearance papers from Acapulco. Freddy explained that they had been on patrol since 0300, asking Costa Rican boats illegally fishing inside the park to move outside the 8.5-mile exclusion zone. He also said that before the island was a park, yachties had spent a lot of time anchored at the island, leaving rubbish ashore. Now with the modest park fees of \$15 per person, per day, plus \$15 per day for the

boat, few yachts visited. (More likely because you can't dive for lobster thought Amanda.)

Freddy said that there was a \$4 per day charge for scuba diving, but said snorkeling was free and marked several "don't miss" spots on our chart. He invited us to hike the island on one of three trails saying we were welcome to stay longer.

Freddy mentioned that 25% of Costa Rica's territory is National Park and that conservation and eco-tourism are important to their country. Dive tourism is the only thing happening on Cocos, other than an occasional yacht stopping by. There were three dive boats and they also provide transport for the three rangers and 11 park volunteers every three weeks on a 34-hour voyage from Costa Rica. We saw moorings for the dive boats in different spots so their anchors would not damage the coral.

Cocos Island might have been used as the stage set for *Jurassic Park* or an Indiana Jones thriller. A cross between the Galapagos and Pitcairn Island, the rugged tropical terrain of this 2- by 4-mile island is home to fascinating endemic spe-

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— LEARNING IN THE OFFSHORE CLASSROOM

cies, and it is extremely isolated. The only inhabitants are Park rangers from Costa Rica who guard one of the top dive destinations in the world, famous for hammerhead sharks and great visibility. We've seen ads for liveaboard dive boats that operate there, although no one is allowed to stay ashore. The island is also riddled with tunnels and holes from treasure hunters looking for the illusive 'Treasure of Lima'.

We visited ashore in the afternoon, like the Hardy Boys off on a jungle adventure, until an afternoon tropical downpour drenched the land turning the clear streams to brown raging rivers and forcing us to retreat to the boat. We changed evening anchorages in the rain and rested quietly in Chatham Bay, 2 miles east of Wafer Bay, for the night. The next day, snorkeling was our number-one priority and we weren't disappointed with the kaleidoscope of marine life, from lobsters sauntering along the bottom in broad daylight, to spotted leopard rays, turtles, spinner dolphins, octopus and



After the 1,000-mile passage from Acapulco, Tom and James enjoy a refreshing natural shower on remote Cocos Island.

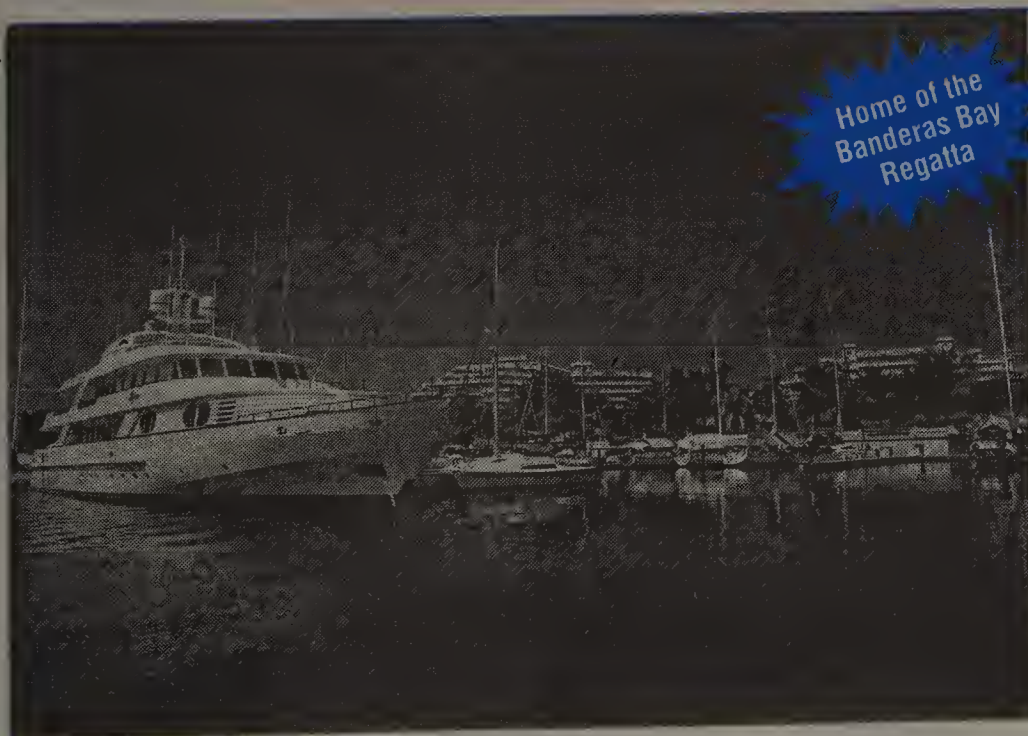
sharks — hammerhead sharks the size of Volkswagens.

Nowhere in the world have we seen such a profusion of sealife, totally tame and unafraid of humans, seemingly knowing they are protected. After everyone was well-broiled from snorkeling in the tropical sun we had a break for lunch, then landed ashore to climb the nearest peak for a spectacular view of the bay. We thought of staying another day but de-

cided to take advantage of the wind and clear sky. Following the coastline halfway around the island we were astounded by the sheer cliffs, waterfalls and verdant vegetation. What a treasure to stop and explore this island paradise. I pulled out a chart and figured that we will be able to stop again on Leg 1 of our 2002 expeditions, and could also visit uninhabited Clipperton Island — both will give us wel-

comed breaks on the 4,000-mile passage from Panama to Hilo, Hawaii.

Our passage from Cocos to Panama was slow, with mostly light winds and a 1 to 2.5-knot current against us, so we skipped a side trip to the Perlas Islands and stopped for a night at Taboga Island, the "island of flowers." Just 8 miles from the canal entrance, this has long been a getaway and holiday island for Panamanians. There are no cars, a few hundred little cottages perched along the harbor edge and up the hillside, and millions of flowers. Our crew enjoyed a dinner ashore



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VICTORIA TO PANAMA



while we watched the boat and had a little walk around.

The next morning we motored the eight miles to Flamenco Island at the canal entrance. We counted more than 40 ships anchored off, waiting to transit, and checked into the vessel traffic control system, Flamenco Control on Ch 12.^o They instructed us to anchor in the quarantine holding area near their control tower and called the boarding officer. As it was Sunday morning, we really didn't expect anyone to show up until Monday, so I was shocked when just an hour later a canal pilot boat pulled alongside, dropping off Mick Perkins.

Mick is an American (married to a

Arriving at Panama City's Bridge of the Americas is a spectacular sight. The Canal crossing would begin the next day.

Panamanian) who was asked to stay on after nearly all of the Americans left. He handles not only quarantine inspection, but also acts as an official canal admeasurer. He completed all of our initial Canal paperwork, including actually measuring *Mahina Tiare*. We were relieved to find out that she is 3 inches under 50 feet overall. If she'd been over 50 feet we would have had to pay \$750 instead of \$500.

We were given permission to proceed to Balboa Yacht Club, just underneath the Bridge of the Americas, where we fueled,

watered and picked up a mooring to wait until Monday morning when we would meet our canal agent, Tina, to complete the inbound clearance procedures.

We had heard that hiring a ship's agent to expedite our transit could save us up to a week of waiting. I really wanted our Leg 3 crew to be able to have the experience of a partial canal transit with us to Pedro Miguel Boat Club in the middle of the canal, so I hired Tina McBride. Tina and I had been corresponding over the past few months by INMARSAT-C and she had us plugged into the system.

— **john neal**
mahina tiare

Ed. note — Stay tuned. We'll pick up here next month with the second installment of John and Amanda's adventures aboard Mahina Tiare.

Be aware also, that John and Amanda will be holding two of their acclaimed weekend Cruising Symposiums. Dates are: February 17-18 in Seattle and February 24-25 in San Francisco. Check out www.mahina.com to register and for further details on Mahina Expeditions.



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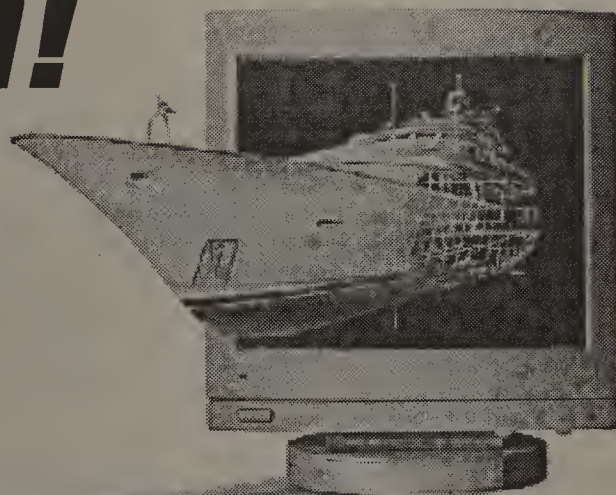
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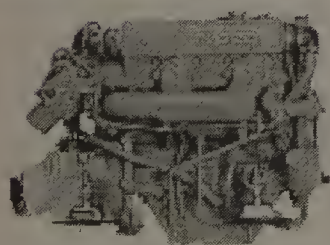


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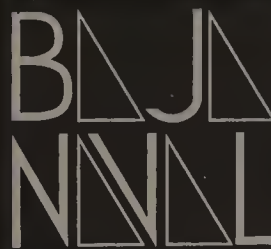
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THE RACING

With reports this month on the formative years of the SORC; the first half of the U.S. Admiral's Cup Trials for Farr 40s; a half dozen midwinter races; and the usual smattering of race notes at the end.

RYC Small Boat Midwinters

The winter dinghy season got off to a fine start on the weekend of December 2-3. On Saturday, over 100 curious sailors showed up for the first of two annual SBRA/RYC 'Sail A Small Boat Days'. Several dozen boats representing 15 different fleets were available for demo sails. Fortunately, not one boat flipped. "It was a perfect day for the occasion," noted organizer Gail Yando. "We had everything from Lightnings and Thistles down to DeWitt Dinghies and El Toros. One of the more popular boats was the new Megabyte, which got a lot of attention."

The winds were lighter on Sunday for Richmond YC's first Small Boat Midwinters. As usual, there were three courses: 58 El Toros and DeWitts got in five races

existent wind went to Keller Cove instead.

Due to starting late (around 2 p.m.), the 81 boats sailing in Keller Cove only got in two of the three scheduled races. "The wind actually came in just fine," said longtime race volunteer Caroline Groen. "Enough to sail, but not enough to get in trouble. It was a fun day, but cold."

The series continues on January 7, February 4 and March 4. Despite the entry fee doubling since last year (from \$5 a day to \$10), this low-key, family-oriented series remains a great bargain and a lot of fun. "Any class that shows up with five boats can have their own start," noted Groen. "Call four of your buddies and show up next time!"

EL TORO, SR. — 1) Jim Warfield, 12 points; 2) Will Paxton, 16; 3) Hank Jotz, 16; 4) Bob Hrubes, 19; 5) (tie) Don Jesberg, Kui Lim, Tom Burden, 21. (26 boats)

EL TORO, JR. — 1) Travis Kool, 6 points; 2) Brooks Reed, 7; 3) Brendan Daly, 10; 4) Robert Leeper, 21; 5) Natalie Denning, 23. (27 boats)

DeWITT DINGHY — 1) Jim DeWitt, 5 points; 2) Irwin Layne, 7; 3) J. Preston, 11. (5 boats)

BYTE — 1) Trish Moratorio; 2) Gene Harris; 3) Gail Yando; 4) Karin Knowles. (11 boats)

EUROPE — 1) Casey Pelletier. (3 boats)

LASER — 1) Tracy Usher; 2) Roger Herbst; 3) Simon Bell; 4) (tie) Andrew Kobylinski, Dan Ouellet, Brian Bauman. (21 boats)

FINN — 1) Henry Sprague; 2) David Branch; 3) Bradley Niewstad. (6 boats)

IC — 1) Del Olsen; 2) Anders Petersson. (5 boats)

I-14 — 1) Twardoski/Heym; 2) Berkowitz/Baylis; 3) Mitchell/Thirumalai. (6 boats)

49er — 1) Pat Whitmarsh. (3 boats)

505 — 1) Aaron Ross. (3 boats)

29er — 1) Andrew Smith; 2) Cameron McCloskey. (5 boats)

SNIPER — 1) Shahin/Peck. (3 boats)

FJ — 1) (tie) Henry Niewstad, Cherie Benton; 3) Casey Williams. (7 boats)

LIDO 14 — 1) Tom McIntyre. (3 boats)

LIGHTNING — 1) Mike Molina. (3 boats)

THISTLE — 1) Kris Vogelsong; 2) (tie) Steve Klotz, Dale Hinman. (5 boats)

WABBIT — 1) Colin Moore; 2) Erik Menzel. (5 boats)

PORTSMOUTH — 1) Curt Rogers, Banshee; 2) George Granelli, FJ; 3) Mark Dawson, Banshee; 4)



LATITUDE ARCHIVES

The Terror of Tinytown — Jim Warfield won the El Toro class at the RYC Small Boat Midwinters and the LMSC Robinson Memorial Midwinters.

inside the breakwater to the east of Brickyard Cove, while 24 'intermediate' dinghies (Bytes, FJs, Snipes, Lidos) raced near the mouth of the breakwater. The 'varsity' course usually races off Southampton Shoals, but due to light-to-non-



(tie) Bob Cronin, Sunfish, and Trent Watkins, C-15. (9 boats)

SORC — The Early Years

In the winter of 1941, with World War II already tearing Europe apart, a loose-knit coalition of Florida yacht clubs joined with the Nassau YC in the Bahamas in the founding of the Southern Ocean Racing Conference. It wasn't a sudden move; rather it was an inevitable formalization of an evolutionary process that had started 11 years earlier, when St. Petersburg sailor Gidge Gandy proposed a race from his hometown to Havana, Cuba. There were 11 entries for the inaugural 284-mile race, down the west coast of Florida and across the Gulf Stream to Morro Castle, marking the entrance to Havana Harbor. Commodore Houston Wall of the St. Petersburg Yacht Club was first to finish in his 44-foot schooner *Haltionian*.

The next building block for the SORC came in 1934 with the first running of



BAHAMAS NEWS BUREAU/ROLAND ROSE

Before Key West Race Week, Block Island Race Week, Kenwood Cup and other modern venues, the SORC was the pinnacle of big boat racing in the U.S. Above, the famous Rhodes 73 'Escapade' in the '68 Nassau Cup. Inset, Dave Allan's legendary Holland 40 'Imp' won the '77 SORC overall.

the 176-mile Miami-Nassau Race, which attracted 12 boats. Only three boats survived a gearbuster in the Gulf Stream. The others quit. Three years later the race saw the southern debuts of two famous racers, the 72-foot Herreshoff yawl *Toga*, later renamed *Ticonderoga*, and the 53-foot Sparkman & Stephens yawl *Stormy Weather*.

The "Southern Circuit," was first raced in 1941. Later it would be more formally known as the Southern Ocean Racing Conference. The series of five races included the St. Petersburg-Havana Race, the Lipton Cup, the Miami-Nassau Race, the Governor's Cup in Nassau, and a race from Havana to Key West. In that first SORC, *Stormy Weather*, sailed by William Labrot, tied for first place with Dudley Sharp's 70-foot S&S yawl *Gulf Stream*. Robert Johnson's 64-foot S&S yawl *Good*

News finished third, just one point out of first place.

The war intervened and the next Southern Circuit race wasn't sailed until 1947. That year, a gale-force southerly slammed the 14-boat fleet in the Miami to Nassau Race, dismasting *Ticonderoga* and several other boats. Francisco Garcia, the professional aboard the cutter *Windy*, was washed overboard and drowned. Altogether eight boats withdrew. The Miami-Nassau winner that year was Harvey Conover's S&S-designed 45-foot centerboard yawl *Revenoc II*, which counted Rod Stephens and sailmaker Ed Raymond in her crew.

Over the years, the SORC has been a condensed history of American ocean racing. Skippers and sailmakers, designers and builders, navigators and tacticians have all built their reputations in the

warm waters and the fresh breezes of the southern testing ground. In those days there were no entry fees, but to make the full circuit, skippers and their crews had to show up for six races spread out over four weeks.

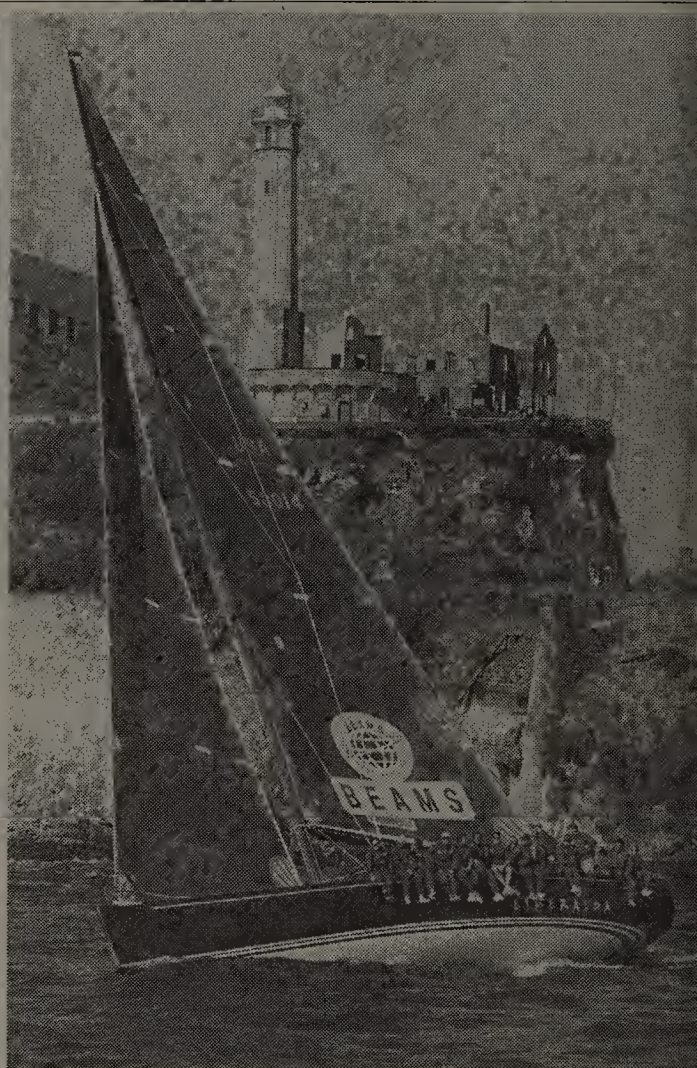
In 1952 there were two revolutions. Batista's takeover in Cuba made for an interesting finish in the Havana Race. And Carleton Mitchell won the Miami-Nassau Race and then the Havana Race in his new Rhodes 57 centerboard yawl *Caribbee*. Among the notables in his crew were yacht designer Ray Hunt, boat builder Dick Bertram and Bunny Rigg, publisher of *Skipper* magazine. They dominated the record 20-boat fleet to win the SORC that year, and then repeated the performance the following year. Twelve months later *Caribbee* almost did it again but was outsailed by the radical 39-foot yawl *Hoot Mon*, campaigned by the unstoppable trio of boat builder Worth Brown, sailmaker Charlie Ulmer and Lockwood Pirie.

In 1958 Castro was establishing his authority in Cuba and the fleet avoided Havana, racing instead from St. Petersburg to Miami. The victory for that race and the SORC went to *Ca Va*, another S&S design. With Castro firmly in control, the final Havana Race on the circuit was sailed in '59 and saw the debut of two of the earliest production fiberglass yachts, *Bounty II*s designed by Phil Rhodes. Jack Brown's *Callooh* won that year, with Bus Mosbacher behind the wheel.

A year later, in 1960, the SORC fleet raced just once, from Miami to St. Petersburg, but the following year the course was reversed, becoming the St. Pete to Ft. Lauderdale Race for the next two decades.

The '60s saw the arrival of new names, new concepts, and new enthusiasm. Sailmaker Charlie Morgan designed and built Jack Powell's new fiberglass 40-foot yawl *Paper Tiger*. Huey Long's aluminum 57-foot Tripp yawl *Ondine* was competing. Bill Lapworth introduced his radical Cal 40 light-displacement production sloops with *Conquistador*, the first of this class to win in 1964. Designer and builder Bob Derecktor was there with *Grey Goose*, while a young sailmaker named Ted Hood began campaigning a long series of *Robins*. Also on the scene was the Canadian design/build team of Cuthertson & Cassian, with Perry Connolly's fin-keel 40-foot sloop *Red Jacket*.

The SORC was well and truly launched. Its popularity would grow to a peak in 1973, before changes in offshore racing designs and increasing demands on the leisure time of skippers and crews led to a waning interest in distance rac-



ing.

With the old circuit at an all time low, the current popular format of an intense week of short circuit day-racing off Miami Beach made its debut in 1990 and the growth curve turned upwards again.

— roland careswell

Ed. note — The above history lesson

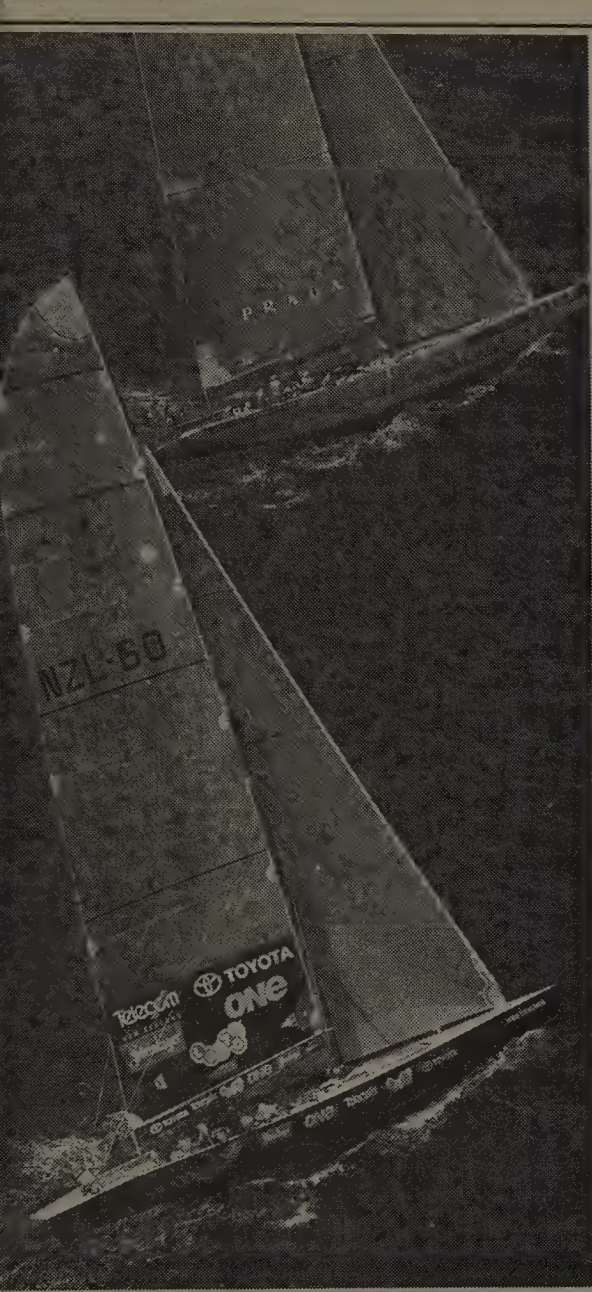
Looking back at 2000 (clockwise from upper right) — The Masters graced the Bay with their presence; the Farr 50 'Esmeralda' won at both the Kenwood Cup and the BBS; the Vanguard 15 Nationals at TISC; and Greg Nelson's Black Soo 'Starbuck' won the SSS TransPac. All photos Latitude archives.

was reprinted with permission from the 2001 SORC Notice of Race. For more information on this year's 60th Acura SORC, which will be held February 28 through March 4, contact Octagon Marketing at (877) 520-2508 and/or [www.Acura-](http://www.Acura-Sorc.com)

[Sorc.com](http://www.Acura-Sorc.com).

SBYRA Midwinters

The second South Bay YRA Midwinters was held off Coyote Point on December 16, with 18 boats out of 29 entries on



More 2000 highlights — *The Kiwis easily kept the America's Cup; the 1D-35s played hardball on the Berkeley Circle; the J/105 explosion continued unabated; the U.S. Olympic Trials were a real highlight; 'Pyewacket' roamed Europe and the Med; and Shep Kett's SC 50 'Octavia' won the Pacific Cup.*

the starting line. After a 1.5-hour postponement due to lack of wind, the race got under way when the wind filled in from the north at about five knots. All four divisions were sent on a 5.4-nm course. Shortly after the start, the wind started to

diminish near the area of the starting line and boats began to drift back towards the committee boat.

Cat paws were scattered throughout the area from the starting line up to Channel Marker 6, the weather mark. Unfortu-

nately, the favored side of the course was to the right where the flood was the strongest and the shifts the greatest. Those who chose the right side of the course arrived at the weather mark first. The boats that went to the left side of the course to get out of the current found themselves in the doldrums making it difficult getting to the weather mark until

THE RACING

the air filled in.

Due to the light air, the race committee shortened the course and opted for a downwind finish at Channel Marker 8. The Frers 43 *Abduction* and *Dayenu*, a J/120, were out in front the whole race. Despite the light air, it was a great day on the Bay and everyone went back to Coyote Point YC to socialize and re-run the race at the bar while awaiting the results.

The South Bay Yacht Racing Association provides fun racing in the open waters of the South Bay without having to dodge commercial traffic. The remaining SBYRA midwinter races are at Oyster Point YC on January 6; Sequoia YC, February 10; and Coyote Point YC, March 10. These are individual races and not a series. Anyone interested can contact the undersigned at carlen@jps.net or call (831) 336-2672.

— bob carlen

BIG SPINNAKER — 1) *Abduction*, Frers 43, John Herne; 2) *Sundancer*, Hunter 34, Bob & Pam Carlen; 3) *Dayenu*, J/120, Doug Slakey. (5 boats)

LITTLE SPINNAKER — 1) *Ala Kazam*, Olson 25, Ralph Kirberg; 2) *Summertime*, International Folkboat, Luther Izmirian; 3) *Spirit*, Cal 20, Vince Swerkes. (7 boats)

BIG NON-SPINNAKER — 1) *Jet Lag*, Catalina 34, Roger Roe; 2) *Far Better Thing*, Ericson 30+, Charles McArthur. (3 boats)



LATITUDE/ROB

BYC/MYCO Midwinters double winners — *The Nash Family's* familiar Hawkfarm 'El Gavilan' is doing well in the Sunday series. . .

LITTLE NON-SPINNAKER — 1) *Chablis IV*, Cal 25-2, Dave & Kay Few; 2) *Motu*, Tanzer 22, Mike Satterlund. (3 boats)

BYC/MYCO Midwinters

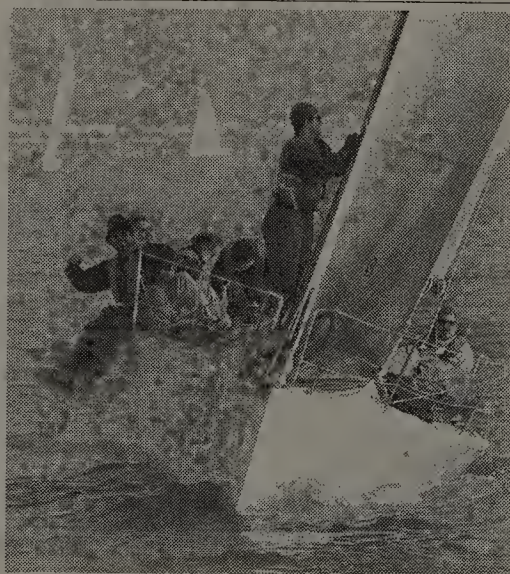
The second of four weekends in the Berkeley/Metropolitan Midwinters occurred in "surprisingly nice" conditions on December 9-10. On Saturday, there

was a bit of south in the breeze, so the race committee chose 'E' as the top mark. Though the line was long, most of the racers crowded the committee boat end — resulting in a lot of barging, a few protests, and even the RC boat (Tom Tazelaar's *Wind Dance*) taking a light hit.

One hundred and twenty boats sailed in Saturday's race, which for once started on time and saw the wind direction stay constant throughout the 12-division starting sequence. Two boats — Gary Redelberger's Mumm 30 *Racer X* and Nick Barnhill's Olson 911-S *Redux* — bulleted their fleets for the second time, but our vote for MVP of the day goes to Will Paxton, who topped the 27-boat Express 27 class with his *Motorcycle Irene*.

The winners of the large J/24 and Moore 24 groups were 'unknowns', as they weren't signed up yet. "I'll score them this time, but if they're not paid up by next month, they'll get yanked from the standings," warned race chairwoman Bobbi Tosse.

On Sunday, 35 boats showed up for a light air contest using 'F' as the first mark. The wind shifted a lot, and dramatic position changes were the order of the day. Nick Nash's Hawkfarm *El Gavilan* and Mike Hearn's Express 27 *Bobs* continued their winning ways in the Sunday midwinters, each now with double bullets at



LATITUDE/ROB

. . . while Gary Redelberger's Tahoe-based Mumm 30 'Racer X' is running away with Division A in the Saturday series.

the midpoint of the series.

"Unlike Saturday, the visibility on Sunday was wonderful," noted Tosse. "The sun peeped out as we were returning home, and all three bridges glowed. It was just gorgeous!"



See www.berkeleyyc.org for full results, as well as a spiffy video of Saturday's crowded Express 27 start.

SATURDAY, DECEMBER 9:

DIV. A (0-99) — 1) *Racer X*, Mumm 30, Gary Redelberger; 2) *Smokin'*, Melges 24, Kevin Clark; 3) *Advantage 3*, J/105, Pat Benedict; 4) *Raptor*, J/35, Jim Hoey; 5) *Sleeping Dragon*, Hobie 33, Mark Halman. (10 boats)

DIV. B (102-150) — 1) *Zilla*, B-25, Brent Draney; 2) *CAYankee*, Santana 35, Jeffrey Jamieson; 3) *Moonshine*, Dogpatch 26, Robert Ward. (7 boats)

DIV. C (153-195) — 1) *Topgallant*, Newport 30, Frank Hinman; 2) *Talisman Banana*, J/22, Gary Albright; 3) *Synchronicity*, Olson 25, James Johnson; 4) *Travieso*, J/22, Jack Allen; 5) *Blue Streak*, Ericson 32, Brian Lewis; 6) *Eyrie*, Hawkfarm, Tom Condy. (16 boats)

DIV. D (198-210) — 1) *Freyja*, Catalina 27, Frank Van Kirk; 2) *Latin Lass*, Catalina 27, Bill Chapman; 3) *Ypso*, Cal 27, Tim Stapleton. (6 boats)

DIV. E (213-up) — 1) *Jubilee*, Ariel, Don Morrison; 2) *Carlos*, Santana 22, Jan Grygier. (5 boats)

SF 30-FOOTERS — 1) *Redux*, Olson 911-S, Nick Barnhill; 2) *Ixxis*, Olson 911-S, Ed Durbin; 3) *Take-off*, Laser 28, Joan & Greg Byrne; 4) *Jane Doe*, Olson 911-SE, Bob Izmirian. (9 boats)

ANTRIM 27 — 1) *Owslarah*, Antrim 27, Joseph Melino; 2) *E.T.*, Baylis/Hedin; 3) *Arch Angel*, Bryce Griffith. (6 boats)

OLSON 30 — 1) *Family Hour*, Bilafer Family; 2) *Run Wild*, Dale Irving. (4 boats)

EXPRESS 27 — 1) *Motorcycle Irene*, Will Paxton; 2) *Baffett*, Tom Baffico; 3) *Madhouse*, Mike DeVries; 4) *Flying Circus*, Gene Ryley/Dave Hodges; 5) *Expressway*, Ross Groelz; 6) *Swamp Donkey*, Doug Robbins; 7) *Peaches*, John Rivlin; 8) *Shenanigans*, Nick Gibbens/Bill Moore; 9) *Abigail Morgan*, Ron Kell; 10) *Salty Hotel*, David Rasmussen; 11) *Chimo*, Brad Pennington; 12) *E-Type*, Ben Landon. (27 boats)

J/24 — 1) #2394, unknown; 2) *Half Blind Mon-*



LATITUDE/ROB

Drums along the Estuary — the Weaver/Sankey/Sadeg team on 'Drummer' continues to dominate the local Columbia 5.5 fleet.

key, Jim Zervos; 3) **Sockeye**, David Holscher; 4) **Stewball**, Conni Bock; 5) **Blue-J**, Brian Mullen; 6) **Fat Bastard**, Curtis Press; 7) **Frogflips**, Richard Stockdale. (14 boats)

MERIT 25 — 1) **Loose Lips**, P. Mai/D. Chew; 2) **Twilight Zone**, Paul Kamen; 3) **Half Fast**, Bill Schwob. (6 boats)

MOORE 24 — 1) #155, unknown; 2) **Moorigami**, John Siegel; 3) **Gruntled**, Becky Hackworth; 4) **Hot Soup**, Team Soup. (10 boats)

SUNDAY, DECEMBER 10:

DIV. I (0-96) — 1) **Run Wild**, Olson 30, Dale Irving; 2) **Family Hour**, Olson 30, Bilafer Family. (5 boats)

DIV. II (99-165) — 1) **El Gavilan**, Hawkfarm, Nick Nash; 2) **Zilla**, B-25, Brent Draney; 3) **UFO**, Ultimate 20, Chuck Allen. (7 boats)

DIV. III (168-raters) — 1) **Stewball**, J/24, Conni Bock; 2) **Half Fast**, Merit 25, Bill Schwob; 3) **Loose Lips**, Merit 25, Doug Chew; 4) **Frogflips**, J/24, Richard Stockdale. (9 boats)

DIV. IV (171-up) — 1) **Antares**, Islander 30 Mk. II, Larry Telford; 2) **London Calling**, Santana 22, Megan Dwyer. (4 boats)

EXPRESS 27 — 1) **Bobs**, Mike Hearn; 2) **Mirage**, Terry Cobb; 3) **Diane**, Steve Hodges. (9 boats)

AYC Estuary Midwinters

Twenty-seven boats sailed in the second Alameda YC Estuary Midwinters on the overcast day of Sunday, December 12. Each of the five divisions was given a different course ranging between 6.4 and 3.6 miles — and naturally a few boats failed to pick up the course changes and were subsequently DNFed.

As usual, the Columbia 5.5s fielded the biggest (seven boats) and most competi-

tive fleet. Also as usual, the "old age and treachery" team of Alan Weaver, Warren Sankey and Adam Sadeg won the race in their trusty *Drummer*. The Doyle Sails boat, *Maverik*, was a distant second, sailed by a trio of female sailmakers: driver Sally Lindsay and Sylvia Seaberg (both of the Spinnaker Shop) and Synthia Petroka (Doyle).

"Sally must have thought Synthia said 505, not 5.5, when she signed up to steer!" joked Weaver.

FLEET A (spinnaker < 160) — 1) **True Grits**, Express 27, Jay Montgomery; 2) **Spridle**, Moore 24, Mike Faber; 3) **Wave Runner**, Tartan 10, Glen Krawiec. (6 boats)

FLEET B (spinnaker, 161-189) — 1) **Quickie**, Capri 25, Will Matievich; 2) **Endeavour III**, Cal 29, Ruth Summers; 3) **Lelo Too**, Tartan 30, Emile Carles. (6 boats)

FLEET C (Columbia 5.5) — 1) **Drummer**, Weaver/Sankey/Sadeg; 2) **Maverik**, Doyle Sailmakers; 3) **Kpachnu**, Michael Taylor. (7 boats)

FLEET D (spinnaker > 190) — 1) **Albacore**, Santana 22, Mark Playsted. (2 boats)

FLEET E (non-spinnaker) — 1) **Wave Rider**, Hunter 31, Mark Rommell; 2) **Kaereste**, Folkboat, Roger Rapp. (4 boats)

Santa Cruz YC Midwinters

Twenty-nine boats showed up on Saturday, December 16, for the second Santa Cruz YC Midwinters — a fine turnout given the proximity to the holidays. After a brief postponement, two double windward/leeward races were sailed in a pleasant 6-8 knot westerly. Actually, the race committee shortened the course to just one leg for the smaller boats in the first race. Then, as the wind sputtered, they shortened the second race to just one lap

for everyone.

Familiar names popped up in the daily winner's circle, notably Jim and Loretta Maloney, who were in town on a break from cruising. (Their boat, the custom Kiwi-built 44-footer *Hijacker* is currently in Brisbane, Australia.) The Maloneys, sailing with their three young kids as crew, commandeered Joel Verutti's Moore 24 *Mercedes* for the day and posted a 6.1 record to finish tied in the 22-boat Division B fleet.

At halftime (after four of eight scheduled races), the following boats are leading their divisions: *Flyer*, *Hanalei Express*, and *Una Mas*.

DIV. A — 1) **Roller Coaster**, SC 50, Jack Gordon, 3 points; 2) **Flyer**, Farr 40, Shep Kett, 4. (4 boats)

DIV. B — 1) (tie) **Mercedes**, Maloney Family, and **Spirit**, Olson 30, Larry Rota, 7 points; 3) (tie) **Hanalei Express**, SC 27, Rob Schuyler, and **Wild Fire**, Moore 24, Tom Conerly, 9; 5) **Mooregasm**, Moore 24, Hank Niles, 10; 6) **Cadenza**, Moore 24, Bruce Donald, 11; 7) **Animal House**, Olson 30, Matt Lezin, 13; 8) **Mas Rapido**, Olson 30, K. Detick, 17; 9) **Marley**, SC 27, David Emberson, 19; 10) (tie) **Gorgeous**, Moore 24, Bernadette Bosinger, and **California Zephyr**, SC 27, Peter Dalton, 20. (22 boats)

DIV. C (doublehanded) — 1) (tie) **Bullet**, Olson 30, Gross/Bennett, and **Una Mas**, Moore 24, Larry Peterson, 3 points. (3 boats)

U.S. Admiral's Cup Farr 40 Trials

The hottest racing in the country last month occurred in early December off Miami as 26 Farr 40s duked it out in the first phase of that class' U.S. Admiral's Cup Trials (Key West will be the second phase). The so-called Farr 40 One Design Miami Regatta consisted of seven buoy races followed by a tough 17-hour distance race.

John Kilroy's *Samba Pa Ti* was the odds-on favorite to win the coveted Admiral's Cup berth, but Kilroy abruptly withdrew before the regatta citing business problems. Eight other U.S. boats, including Philippe Kahn's *Pegasus*, entered as 'trialists', while the other 18 boats in the regatta (including seven foreign entries) were basically using it as a tune-up for Key West.

Going into the final day of inshore racing, any of four boats could have won. In 15-knot winds, newcomer Chris Doscher of Parker, Colorado, sailed his *Twisted* to a 5.1 day to claim the inshore series by two points over the Italian team on *Nerone*, with *Barking Mad* and *Pegasus* each a point back. Zarko Dranganic and Hank Lammens' *Cavallino*, sailing for Canada, finished eighth, while David Thomson's *Peregrine*, sailing for New Zealand, was fifteenth. Robert Shaw's *Wahoo*, the only other Bay Area entry, came in twenty-first.

THE RACING

With the weather forecast calling for a building northerly and big bumps in the Gulf Stream, only five of the U.S. 'trialists' started the long distance race. Seventy-five miles into the race, the lead three boats — *Twisted*, *Total Eclipse* and *Barking Mad* — rounded the upwind buoy at West Palm Beach overlapped, with *Raging Bull* and *Pegasus* several minutes back. The lead trio set kites and sailed inshore to get out of the current, and watched helplessly while the other two boats passed them by going offshore.

Pegasus, with Mark Reynolds serving as tactician, went on to win the race, followed by *Barking Mad* (Jim Richardson, Boston), *Raging Bull* (Richard Markl, New Jersey), Doscher's *Twisted* and *Total Eclipse* (Mark Bregman, Connecticut). All five boats finished within 12 minutes of each other. Because the long distance race was quadruple-weighted, *Pegasus* was declared the winner of the regatta (see www.farr-40.org for full results).

For an encore, Kahn and his core crew then flew to Australia, where they sailed his third Farr 40 (a new Malaysian-built, Sydney-based boat also called *Pegasus*) to a close second in the Australian Farr 40 Championship behind John Calvert-Jones' *Southern Star*.

The Admiral's Cup will be contested in

Sausalito YC Midwinters

Thirty boats enjoyed a fine afternoon of sailing in Sausalito YC's second mid-winter race on Sunday, December 3. With a nice 10-knot northeasterly blowing at the start, all four divisions were sent on a 6.9-mile lap up to Sausalito Entrance Marker #2, then downwind to Fort Mason, and finish back at Little Harding.

The route across the Bay to Fort Mason saw the fleet spread out between the Golden Gate Bridge and Alcatraz, with random zephyrs alternately making each side look promising. The lead boats — such as Rob Weed's new Beneteau 40.7 *Wired* — got stuck in the doldrums off the Cityfront, allowing the rest of the fleet to catch up. The 'restart' button was pushed when the new breeze filled in from the northwest in the high teens.

Most boats opted for the long starboard tack towards Yellow Bluff, with the building flood pushing them sideways toward the Little Harding finish line. "Everyone finished in close order," claimed race chairman Andy Egger. "So far, this series has been pretty lucky — we've had two good races, and hope our streak continues in January."

BIG SPINNAKER — 1) *Joker*, J/35, Gordon Smith; 2) *Wired*, Beneteau 40.7, Rob Weed; 3) *My*

BIG NON-SPINNAKER — 1) *Basic Instinct*, Elliott 10.5, Jan Borjeson; 2) *Amanda*, Newport 30, Pat Broderick. (4 boats)

LITTLE NON-SPINNAKER — 1) *Roeboat*, Catalina 30, Rod Decker; 2) *California Girl*, Ranger 23, Walt Mahoney; 3) *Spindrifter*, Tartan 30, Paul Skabo. (6 boats)

Race Notes

Schocking news: The innovative canting-keeled **Schock 40** was named the standout performance boat launched in the past year at last month's annual *Sailing World/Cruising World Boat of the Year Awards*. The BOTYs were webcast live for the first time this year, with Gary Jobson acting as emcee — though who besides a handful of nominated boatbuilders actually tuned in to this extravaganza is a mystery to us. To the delight of Costa Mesa builder Tom Schock, his Schock 40 cleaned up in several other categories as well: best PHRF/Sportboat and best innovation. Other BOTYs among the racing boats went to the Vanguard Vector (best dinghy), the X-482 (best offshore racer), the J/145 (best racer/cruiser) and the Taipan 4.9 (best performance multihull). A trio of industry experts — boatbuilders **Lynn Bowser** and Meade Gougeon, and sailmaker Dan Neri — served on the *Sailing World* panel that judged the performance boats. For the full story, including who took home the cruising BOTYs, surf to www.boats.com/sailing.

Cervesa circuit: "We're projecting 28-30 racing boats and about 15 cruisers," claimed Del Rey YC official Tom Redler of his club's upcoming 16th biennial **Puerto Vallarta Race**. So far, only 15 racing boats have signed up (see www.dryc.org), but that number could double before the January 2 cutoff date. Fourteen NorCal boats claim they're going, but so far only four have actually paid the entry fee: *Elyxir* (SC 52, Paul Ely), *Wasabe* (ILC 46, Dale Williams), *Roller Coaster* (SC 50, Jack Gordon) and *Octavia* (SC 50, Shep Kett). **Wasabe**, which has been at Anderson's since dismasting the day before the Big Boat Series, will be sporting a fresh paint job and a taller carbon rig with masthead kites. . . **MEXORC** will be held between February 25 and March 2, consisting of eight races and a layday. The winner of each class will once again be presented with a \$5,000 Rolex watch, a healthy incentive to stick around after the PV Race.

Kudos: **Ed Durbin**, skipper of the successful Olson 911-S *Ixxis*, was named Richmond YC's Sailor of the Year. . . **Russ Silvestri**, who clawed his way to a fine sixth place finish in the Finn class at the



LATITUDE/ROB

Philippe Kahn is everywhere! Above, his 'Orion' team (now 'Pegasus') at the 2000 Kenwood Cup.

Rubber Ducky, Hobie 33, Lee Garami; 4) *Jamba Juice*, 11:Metre, Tom Dinkel. (9 boats)

LITTLE SPINNAKER — 1) *Duct Tape*, Ranger 23, Terry Smith; 2) *Breakaway*, J/30, Dale Mead; 3) *Soulatitude*, J/24, Dan Thatcher; 4) *Jimmy Riddle*, Moore 24, Rich Korman. (11 boats)

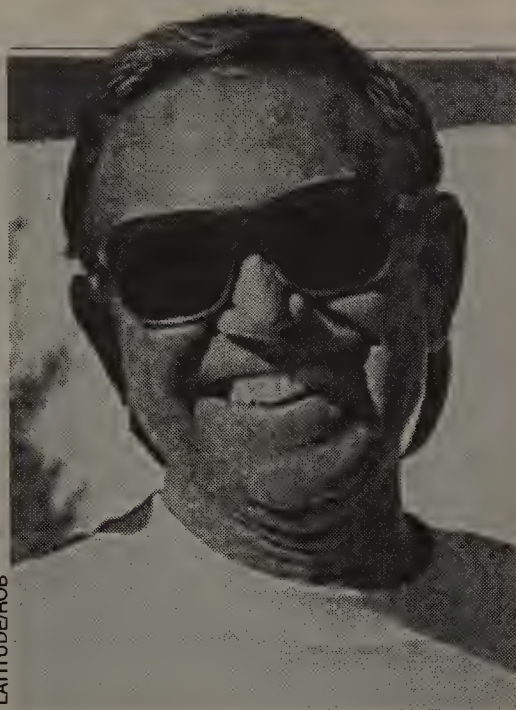
England on July 16-28, with three-boat teams (Corel 45, Farr 40, Sydney 40) representing each country or region. Historically, the U.S. hasn't fared particularly well at the Admiral's Cup, with only three wins ('61, '69, '97) in its 24 editions. Hopefully, we'll do better this year.

Sydney Olympics, was honored as San Francisco YC's Sailor of the Year. Meanwhile, irrepressible volunteer **Gaby Isaacson** (*Re-Quest*) was presented with SFYC's Yachtswoman of the Year. . . **Sam Hock** was Sausalito YC's Sailor of the Year, based on sailing his J/105 *Jose Cuervo* to a third place finish at the Kenwood Cup as well as all his behind-the-scenes contributions to that club.

Grand prix circuit: Four-time 505 world champ **Krister Bergstrom** of Sweden won his fifth **505 World Championship** at Durban, South Africa over a 61-boat field. Californians were well-represented on the podium: **Mike Martin** and crew **Steve Bourdow** were second, while **Howie Hamlin** and **Peter Alarie** were third. See www.macworlds2000.co.za for more. . . The classic **Telestra Sydney Hobart Race**, hosted by the Cruising YC of Australia beginning on December 26, attracted 83 boats this year, the largest line-up since the 50th anniversary race in '94. Check www.sydneyttohobart.telstra.com to find out who won. . . Former three-time world match racing champ **Peter Gilmour** won the **Nippon Cup** in Hayama, Japan, 3-2 in the final round over young Sydney skipper **James Spithill**.

Random race results: Noble Griswold's yellow Morgan 36-T *Goldilocks* topped a 7-boat fleet at the low-key **Benicia YC Midwinters** on December 2. . . Veteran Mercury sailor **Pax Davis** is now leading MPYC's **Perry Cup Series** after nine of the scheduled 15 races, though he modestly claims that no-shows have something to do with his current standing. . . The first three races of Lake Merritt SC's annual **Robinson Memorial Midwinters** occurred in light air on the cool and overcast day of December 9. Fourteen El Toros and nine other miscellaneous dinghies competed on Lake Merritt. The top Toro finishers were: 1) **Jim Warfield**; 2) **Walt Andrews**; 3) **Gordy Nash**; 4) **Art Lewis**; and 5) **Greg Morrill**.

Yo ho ho: **Ron Kuntz's Andrews 53 Cantata** ran away with the third and final SDYC **Hot Rum Series** race on December 3, finishing about 15 minutes ahead of the next boat — the **Pearson 26 Claddagh** — in a dying breeze. With the second race on November 19 cancelled due to lack of wind, the overall results for this year's Hot Rum Series were scored on just two races. A total of 127 boats sailed at least once, with the overall winners shaping up as follows: 1) **Claddagh**, **Pearson 26**, **Ken Henehan**; 2) **Wings**, **Schock 35**, **Dennis Case**; 3) **Titan**, **ILC 46**, **Dennis Pennell**; 4) **Sprig**, 6-Meter, **Greg Stewart**; 5) **Crocodile Rock**, **Farr 40**, **Alex Germia**; 6) **Cadenza**, **N/M 45**, **Carl Eich-**



You'd be smiling, too! Tom Schock's innovative Schock 40 dominated this year's prestigious Boat of the Year Awards.

enlaub; 7) *Bravura*, **Farr 44**, **Ernie Pennell**; 8) *Shillelagh*, **J/24**, **Mike Conerty**; 9) *Phantom*, **CF 27**, **Larry Schmitz**; 10) *Cantata*, **Andrews 53**, **Ron Kuntz**. "It was nice to see five different classes represented in the top ten," said SDYC race manager **Jeff Johnson**. "It was also fun to see the ancient 6-Meter mixing it up with modern ILCs and Farr designs."

Rockstar convention: Some 80 **North Sails** reps convened in Fort Lauderdale for their annual sales meeting in early December. Our spies tell us that it was a real gathering of sailing gods — **Tom Whidden**, **Vince Brun**, **Gary Weisman**, to name just a few — and that Connecticut-based **Tom McLaughlin** ("ToMac") was named top salesman in the chain again (his clients include the maxis *Sagamore* and *Boomerang*). For recreation, the sailmakers were offered a choice between fishing and golf, with new recruit **Steve Benjamin** (formerly head of **Banks Sails**, U.S.) and **Wally Cross** leading their foursome to a one-stroke victory over a group led by **Ken Read** and **Chris Larson**.

Better-late-than-never: Eight women skippers competed in Island YC's November 11th **Jack & Jill Race**. *Quickie* (**Capri 25**, **Lisa LaFaive**) topped a five-boat spinnaker class, while *Tiger Beetle* (**N/M 45**, **Sarita May**) took the three-boat non-nylon class. . . Also way back in early November, nine boats (out of 13 invited) sailed in Santa Cruz YC's **Champion of Champions**. A protest held up the results for some time, but eventually **Dennis Bassano, Jr.'s Moore 24 prototype Summertime** (which was not involved in the

protest) moved up into first place.

Fast women: **Dorte Jensen** of Denmark won the **Rolex 2000 ISAF Women's World Match Racing Championship** in early December in St. Petersburg, Florida, for the second straight year. Twenty-four



Speaking of Schock 40s, here's a picture of John Cladianos' new 'Secret Squirrel' getting commissioned at Alameda's Hansen Rigging.

teams from 17 countries competed in the Sonar match racing on Tampa Bay, a series plagued by light and shifty wind. **Marie Bjorling** (SWE) was second; '98 winner **Betsy Alison** (USA) was third; and **Shirley Robertson** (GBR) was fourth. **Hannah Swett** (USA), sailing with **Melissa Purdy** and **Dawn Riley**, came in sixth. See www.spyc.org for the whole story.

Briefly noted: The local **Star class** is in the process of regrouping at the Treasure Island Sailing Center. Call **Austin Sperry** at (415) 332-3965 if you want to get in on the action. . . The **NOR** for the **41st TransPac** is now up on www.transpacificyc.org, along with an email crew register for both the race and the delivery back. The 2,225-mile ocean racing classic will feature staggered starts between June 25 and July 4. . . **Peter Barrett**, one of this country's most accomplished and beloved sailors, died in Wisconsin in mid-December. Barrett, formerly an executive at **North Sails**, won two Olympic medals (Finn silver in '60; Star gold in '68 as crew for **Lowell North**) and numerous national championships.

Sale boats of the month: **Don Trask's Sail California** office closed the year out with a bang: they're presently commis-

THE RACING SHEET

sioning three more J/105s (hull numbers 400, 405 and 410) and three J/120s (hull 147, 149 and 151). . . **Jim Demetriades**, a software developer who sails out of Los Angeles YC, has ordered a new N/M 52 for next summer's TransPac. The custom boat, the third one built to TransPac's new 50-footer rule, is being built by Eric Goetz in Rhode Island. Demetriades has no immediate plans to sell his other boat, the Schock 40 Yassou.

More sale boats: John Cladianos, another Silicon Valley success story, just took delivery of his first boat, a new blue Schock 40 named **Secret Squirrel**. Cladianos, who previously crewed on the Olson 30 *Speedy Gonzales*, plans to compete in the upcoming PV Race and then take on the SoCal Schock 40 fleet — now up to about half a dozen boats — in some spring regattas. Jeff Thorpe is the *Squirrel*'s project manager.

Carl Nelson, purveyor of Nelson's Marine in Alameda, has a new yacht, a Sydney 38 he has named **Fair Dinkum** (Aussie slang for "the real thing"). Nelson, who is also the West Coast dealer for Sydney Yachts, has ordered a full set of



Contest time — Name the rockstar holding the '76 Miami-Nassau Race trophy. Most intelligent and/or humorous response wins a T-shirt.

Doyle Sails and plans to hit the midwinter race circuit soon. "I'm excited about getting back out on the race course again,"

said Carl. "We're especially looking forward to this summer's TransPac." . . . Richmond YC member **Erik Menzel**, who previously owned a Santana 22 (*Riff-Raff*) and then Ranger 33, is back in 'race mode' having recently bought Mark Harpainter's second Wylie Wabbit, *Witchcraft*.

Florida follies: A record number of entries — more than 300! — will be competing at **Yachting Key West Race Week** between January 15-19. Five continents, 20 countries and 32 states are represented on the massive entry list. Competition in the Farr 40 class will be brutal, with 34 boats currently entered. Other notable class turnouts include the Melges 24 (53 boats), Mumm 30 (27), J/105 (24), and ID-35 (20). Fourteen Bay Area boats will be at Key West: five Farr 40s (*Pegasus*, *Gone Too Farr*, *Peregrine*, *Morning Glory*, *Wahoo*), four Melges 24s (*Twist & Shout*, *Where's Bob?*, *Trailblazer* and Peter Stoneberg's unnamed boat), two J/105s (*Out of Options*, *Masquerade*), the 1D-35 *Zsa Zsa*, the Beneteau 40.7 *Wired*, and the Antrim 27 *Kind of Blue*. If you're so inclined, you can follow their daily progress at www.Premiere-Racing.com.

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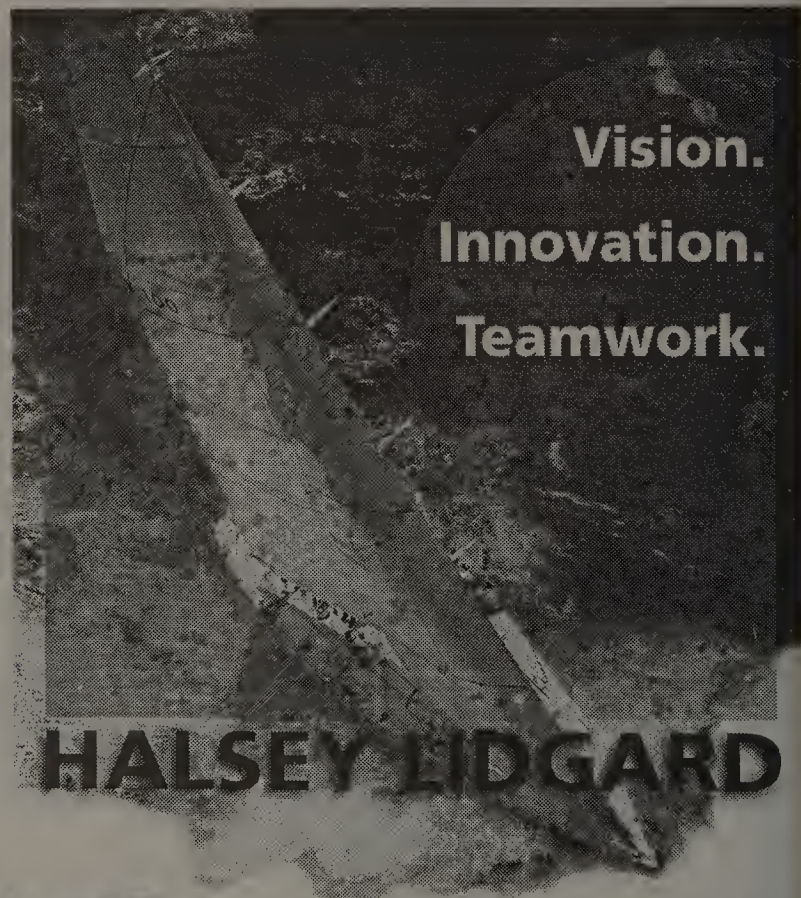
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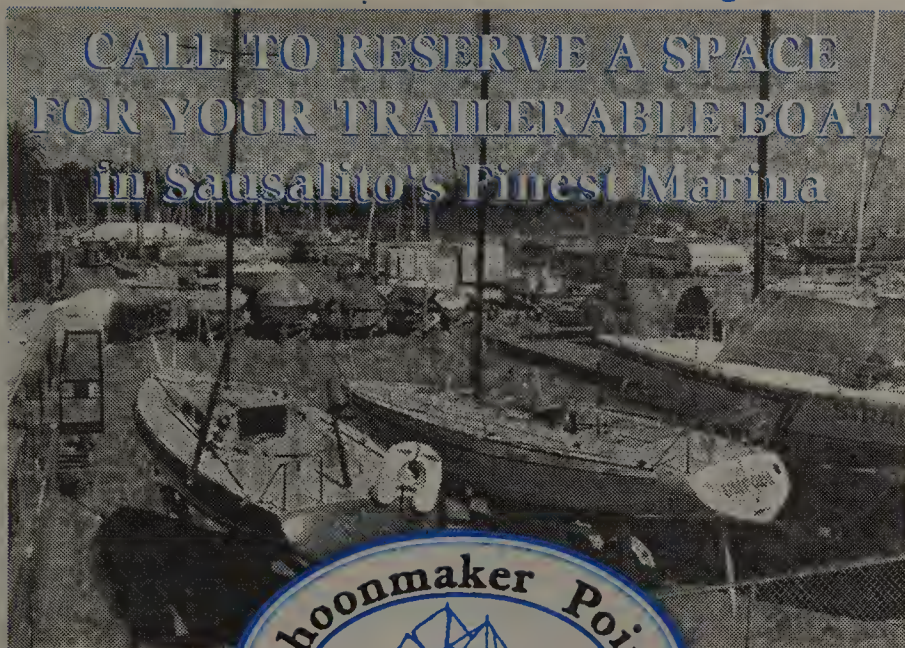


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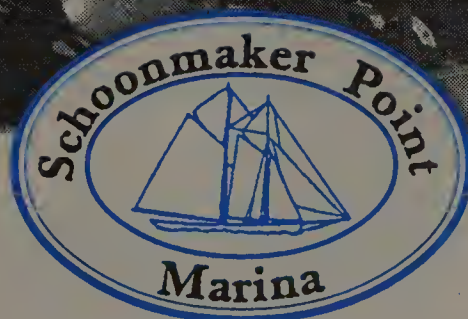
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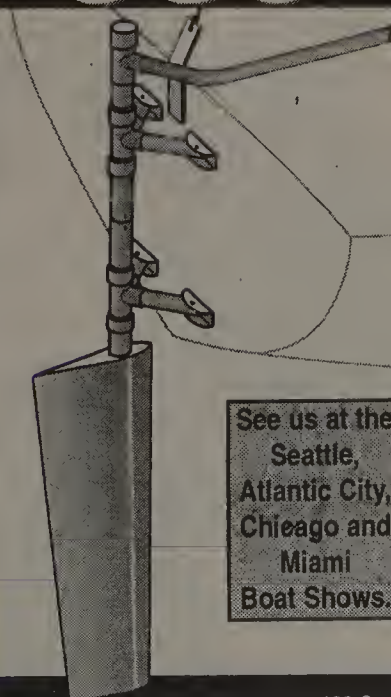
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With a special overview this month on **Worldwide Bareboat Charter Destinations**, plus miscellaneous **Charter Notes**.

So Many Charter Venues, So Little Time

We've often thought that if we were to win the lottery, one of the coolest ways to blow some of our earnings would be to buy one of those around-the-world airline tickets — the kind where you can make multiple stopovers — and charter boats in a dozen of the world's most intriguing sailing destinations.

Reviewing the odds of winning, however, we're more inclined to follow the lead of several charter addicts who occasionally contribute reports to these pages. Rather than waiting for some windfall or bailing out and going cruising, they hang onto their day jobs but take one or two far-flung bareboat vacations every year — in effect, seeing the world one venue at a time.

With that game plan in mind, we've attempted here to give you an overview of all the incredible places where you can charter a quality bareboat. (Many of these locations also offer luxury crewed yacht charters, but since our decidedly unscientific reader surveys indicate that most *Latitude* readers prefer bareboating, we'll leave the crewed yacht discussion for another day.)

If you were to line up brochures from the tourist boards of all the countries presented here, you would feast your eyes on some of the most breathtaking scen-

Sailing in Northern Europe requires tolerance of changeable weather, but the picturesque anchorages you'll visit are well worth the risk.

ery the world has to offer. But as one brilliant image blurred into the next, you might be led to believe that most charter venues have similar qualities. They don't.

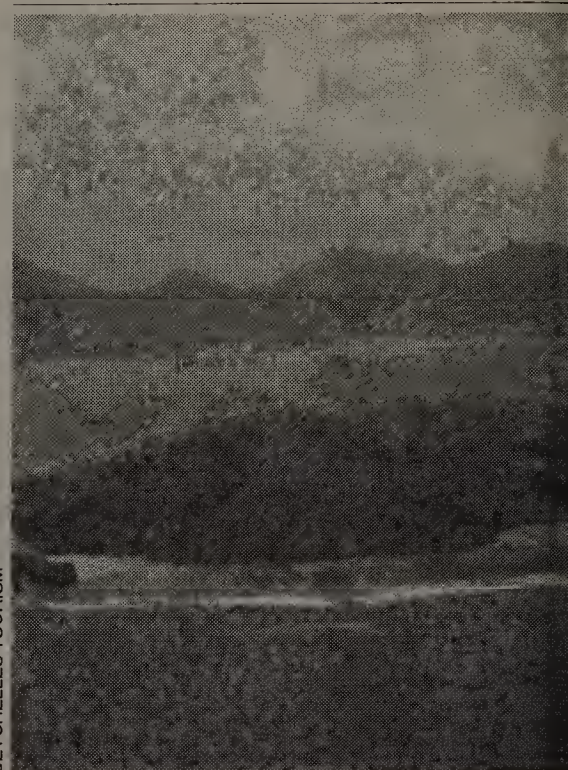
While most charter bases are set in beautiful locations, their inherent attractions vary wildly. So you'll need to ask yourself (and the other members of your potential charter group) some key questions in order to determine which areas to put at the top of your wish list: Are you looking for easy sailing in protected waters, or do you relish the challenge of open-water sailing between anchorages? Are shoreside amenities like shops, bars and restaurants important to you, or would you prefer tranquil anchorages in undeveloped areas? How important are swimming, snorkeling, windsurfing and other watersports? Is there a particular foreign culture you've always been curious about? And a related question: What are your priorities when exploring ashore — some venues boast centuries-old structures and artifacts, while others simply pride themselves on unspoiled white sand beaches.

The cost of air fare is another consideration. But don't automatically assume that the farther away a particular destination is, the more the air ticket will cost. Flights from San Francisco to Thailand, for example, are often less than flights to the Caribbean, even though the latter is half the distance. So be sure to compare air fares while you're scrutinizing those travel brochures.

At the risk of burdening you with 'information overload', we offer you this compact look at the world's principal charter destinations. Look for Part II next month.

(Please note that charter companies listed here are offered only as a selection of known firms; we make no specific recommendations. Company listings in

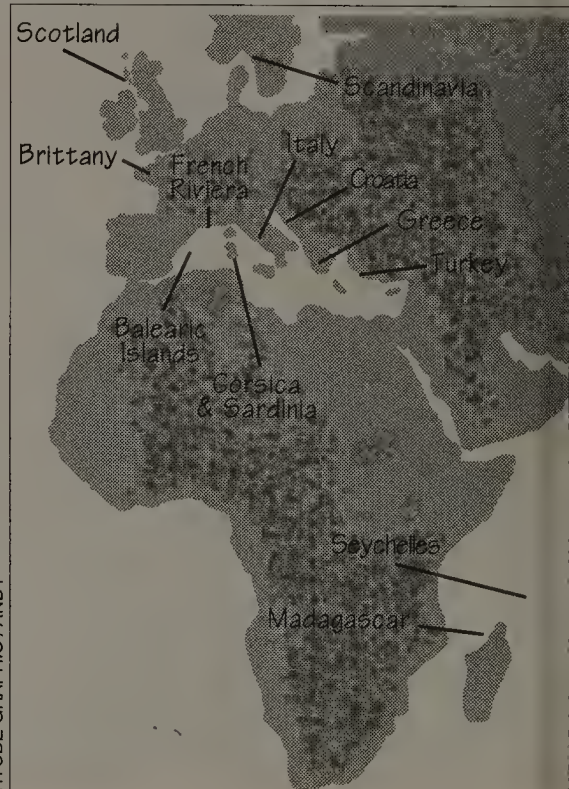
SEYCHELLES TOURISM



the most popular areas are, by necessity, less than comprehensive.)

The British Isles & Scandinavia —

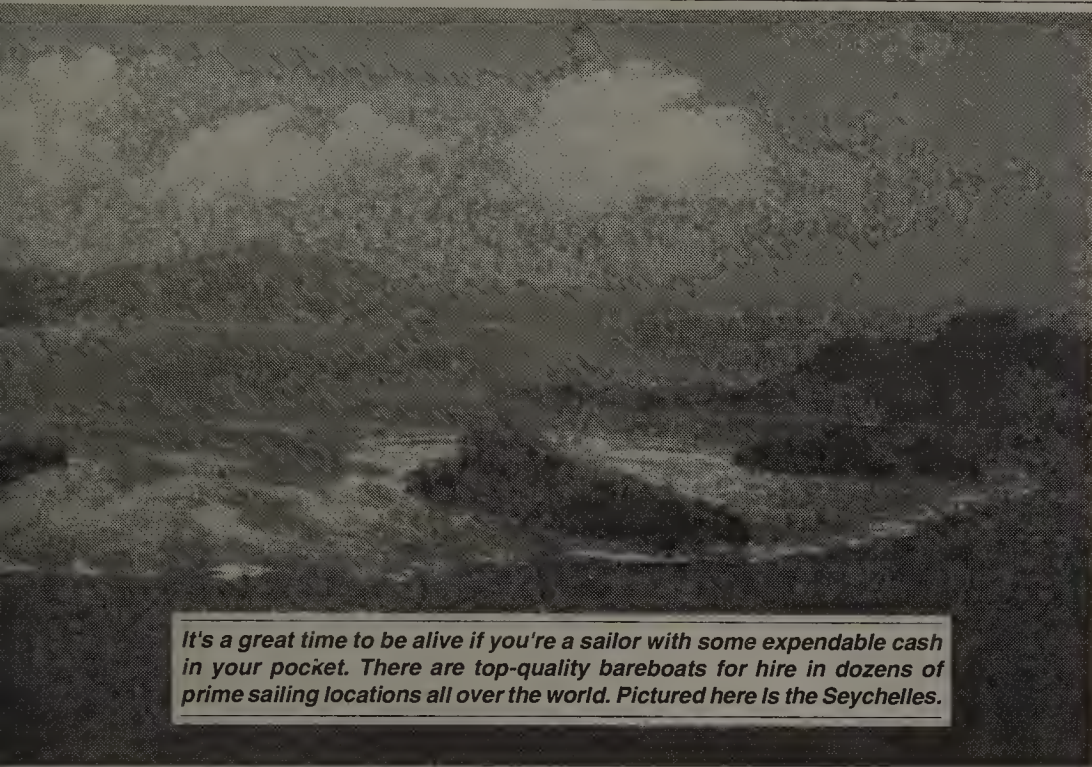
Characteristics: We certainly don't consider ourselves experts on these areas, but we know from the reports of readers that good boats are available in a variety of fine sailing areas including southern Norway, Denmark, the Netherlands, England, Scotland and Ireland. Unfortunately, weather is always a gamble, but the promise of historic waterside towns, with an-



LATITUDE GRAPHIC / ANDY

NETHERLANDS TOURISM





It's a great time to be alive if you're a sailor with some expendable cash in your pocket. There are top-quality bareboats for hire in dozens of prime sailing locations all over the world. Pictured here is the Seychelles.

Tourist Board: www.visitdenmark.com;

Brittany & the French Riviera —

Characteristics: To most Americans, the Brittany region of western France is unknown, but it has long been regarded as one of Europe's prime sailing venues. Itineraries can include a balance of well protected anchorages, offshore islands and moderately challenging Atlantic sailing. Ashore are charming, centuries-old towns and fishing villages that were uniquely influenced by the Celtic blood of their founding residents.

By contrast, chartering on the Riviera is more about hangin' with chic European sophisticates and scoping out the nightlife than actually sailing, as winds tend to be light and changeable. But that's not to say you won't have a wonderful time. The summer calendar is peppered with festivals and musical events, while the sidewalk cafes and boutiques are bustling with action. Many of the world's most ostentatious megayachts homeport here along the Côte d'Azur.

• **Best season:** May - Sep

• **Flight notes:** Connecting flights (or train) to Lorient in Brittany from Paris. For the Riviera, there are now direct overseas flights to Nice; domestic flights (and trains) connect Paris to Hyeres

• **Bareboats:** The Moorings (800) 535-

cient castles and lively taverns is enough to put this area high on our 'someday' list.

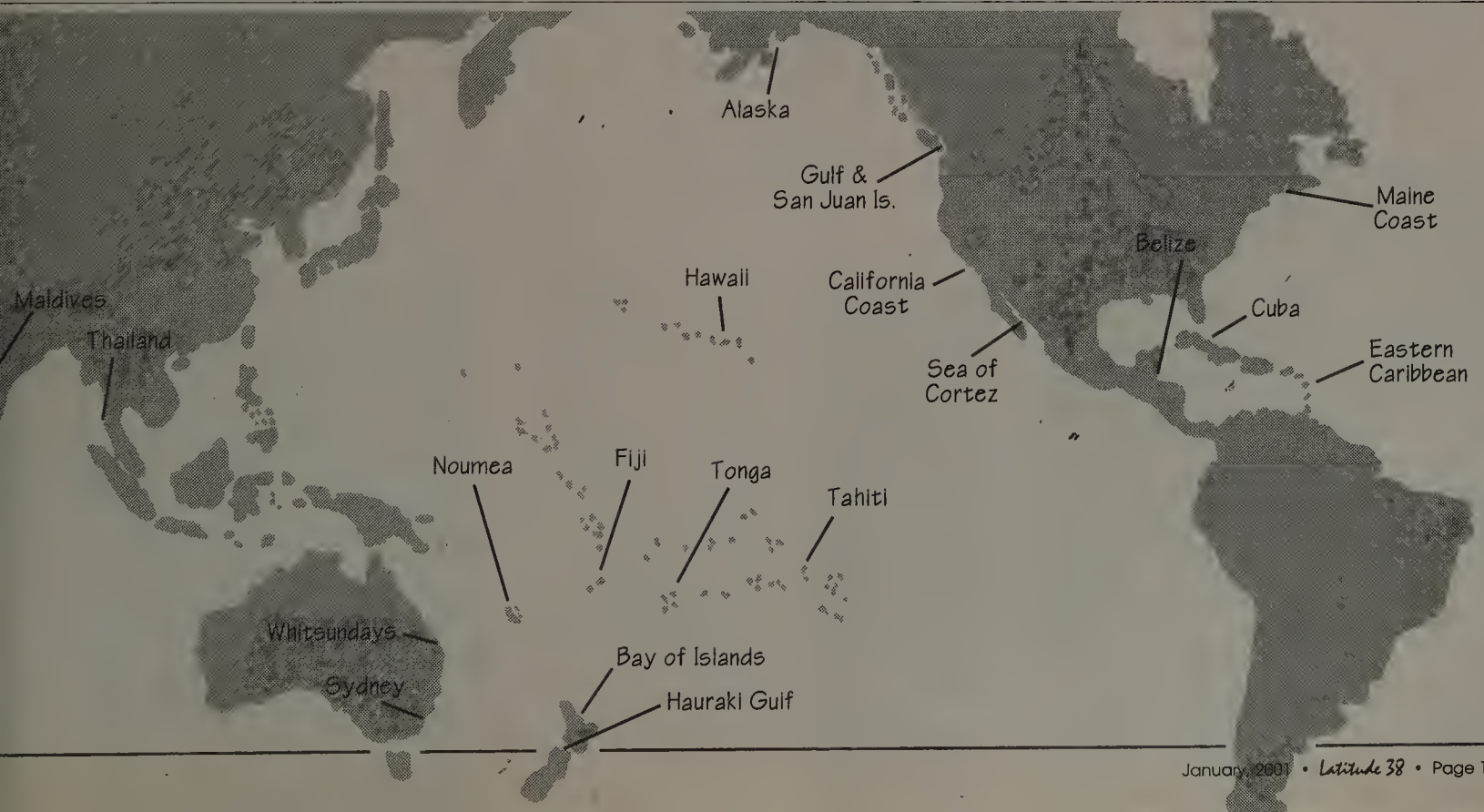
• **Best season:** Jun - Sep (although rain is a definite possibility even in summer).

• **Flight notes:** Plenty of flights from major U.S. gateways; bargain flights often available to London.

• **Bareboats:** With bases at England's Portsmouth Harbor (giving access to the South Coast, Cowes and the Isle of Wight) and at Largs, Scotland, Sunsail is the only firm we know of with U.S. representation. For other Northern European destina-

tions, small local firms can be researched via the Internet (but we suggest you ask for recommendations from North American clients). Reach Sunsail at (800) 327-2276 or www.sunsail.com.

• **Tourism info:** Scottish Tourist Board: www.visitscotland.com; Irish Tourist Board: www.ireland.travel.ie/home/; British Tourist Authority: www.usagateway.visitbritain.com; Netherlands Tourist Board: www.goholland.com; Swedish Tourist Board: www.sverigeturism.se/index-e.htm; Danish



7289; Sunsail (800) 327-2276; Stardust Yacht Charters (800) 772-3500; GoCats (800) 592-1254

• *Tourism info:* French Tourism Office, Fax: (310) 276-2835; or via the web: www.francetourism.com

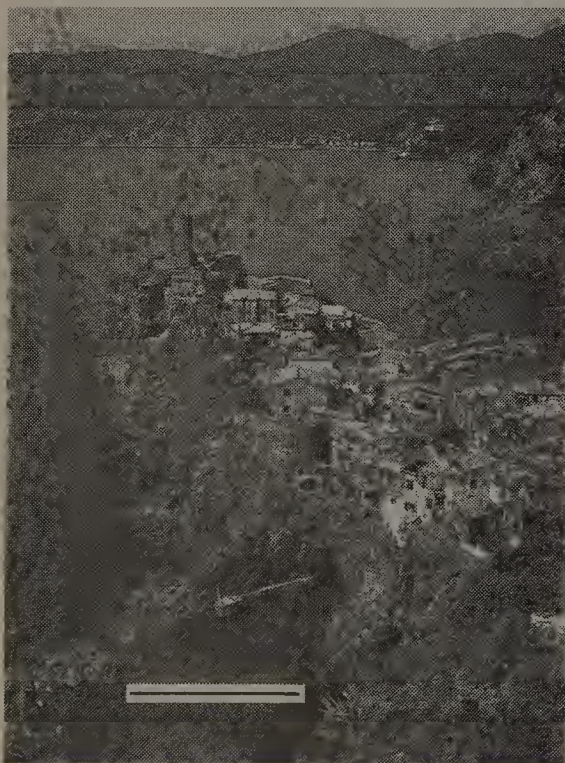
Mediterranean Islands — Characteristics: The Balearic Islands off the Spanish coast, as well as Corsica (French) and Sardinia (Italian) are all fine sailing venues, each with its own distinctive characteristics. Now famous as a haven for jet-setters, artists and bohemians, the Balearics have an incredibly colorful history, having been occupied by many different peoples over the ages. Sailing is relatively easy, with plenty of protected anchorages.

Both Corsica and Sardinia are large mountainous islands with dramatic cliffs and picturesque harbors. On Corsica — the more popular of the two — itineraries generally take you part way or completely around the island. In addition to circumnavigating Sardinia, it is possible to design an itinerary that includes other near-shore Italian islands.

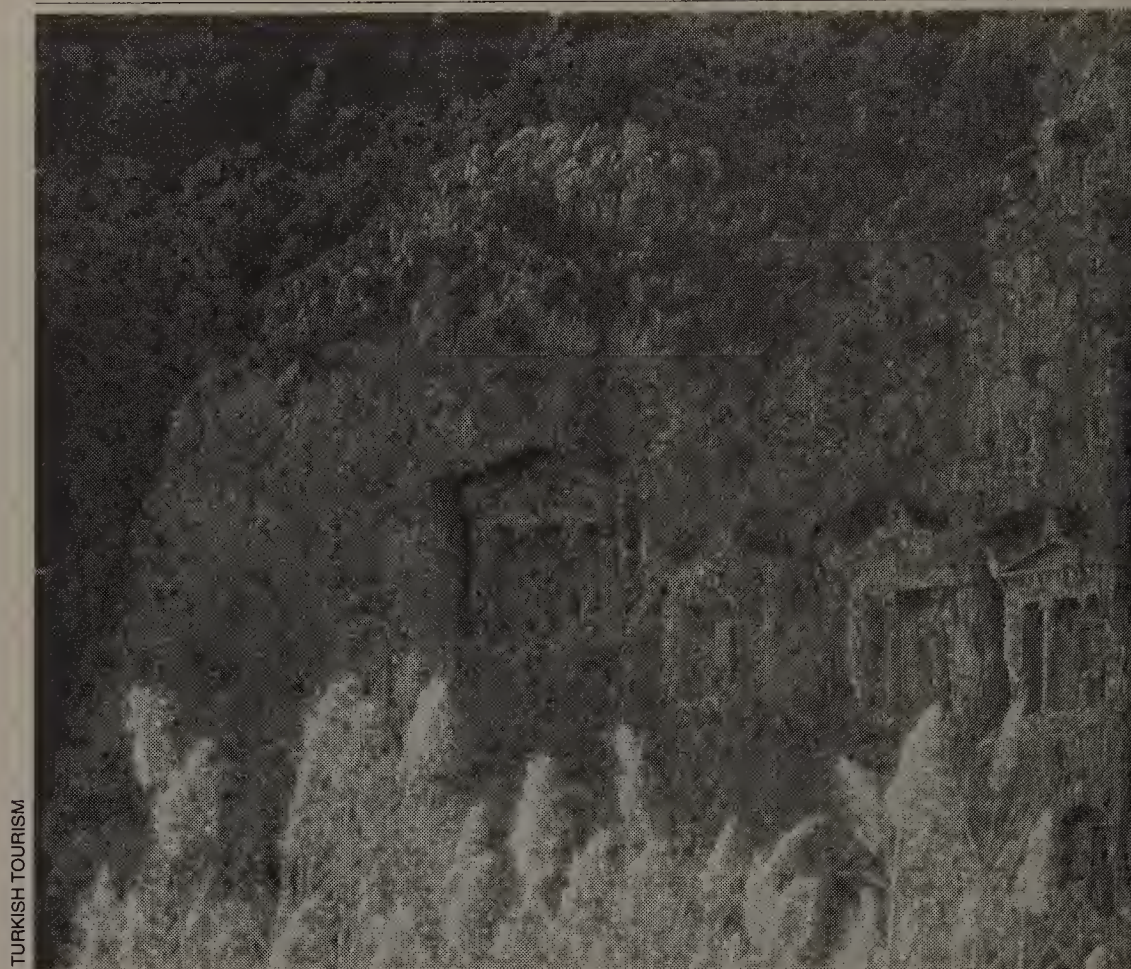
• *Best season:* May - Sep

• *Flight notes:* Connecting flights to the Balearics from major Spanish cities; Corsica is reached by ferry, train (via ferry) or flights from the French mainland; Sardinia is reached from Italian gateway

Towns and villages along the Italian coast are like a storybook world of narrow streets, centuries-old buildings and cozy cafes.



ITALIAN TOURISM



TURKISH TOURISM

cities

• *Bareboats, Balearics:* GPSC (800) 732-6786; The Moorings (800) 535-7289; Sunsail (800) 327-2276; Stardust Yacht Charters (800) 772-3500; VPM Yacht Charters (800) 445-2479

• *Bareboats, Corsica:* GPSC (800) 732-6786; The Moorings (800) 535-7289; Stardust Yacht Charters (800) 772-3500; VPM Yacht Charters (800) 445-2479

• *Bareboats, Sardinia:* via Corsica or Italy only

• *Tourism info:* Spanish Tourist Office: www.okspain.org; French Tourism: www.francetourism.com; Italian Government Tourist Office www.italiantourism.com

Italy — Characteristics: The Mediterranean waters off Italy's west coast are peppered with islands where villages date back centuries and traditions are carried on from generation to generation. Despite their mild climate and picturesque settings, however, only a few are what you'd call touristy. From north to south, the three principal island groups, or charter venues, are the Tuscan Islands, the Naples Bay Islands, and the Aeolian Islands (or Lipari Islands) adjacent to Sicily. Each is a charter venue unto itself, as it would literally take months to explore them all. On longer charters, Corsica can be explored in conjunction with the Tuscans.

These temples at Dalyan, Turkey, were carved into sheer cliffs centuries ago. They've remained relatively untouched with the passage of time.

• *Best season:* May - Sep (but August sees many European tourists, so early September is best)

• *Flight notes:* Flights to charter bases from major Italian gateways; also ferries

• *Bareboats:* GPSC (800) 732-6786

• *Tourism info:* and the Italian Government Tourist Office at (310) 820-0098 or www.italiantourism.com

Croatia — Characteristics: Before all hell broke loose in the former Yugoslavia,

The serene waters of the Adriatic are home to the famous Dalmatian Coast of Croatia, where ancient cities contrast uninhabited islands.



ALBATROSS YACHT CHARTERS



that country's Dalmatian Coast (in the northern Adriatic) was one of the most popular sailing destinations in the Mediterranean basin. Now part of Croatia, this area is characterized by over a thousand islands (the vast majority of which are uninhabited), dramatic inlets, pine-covered hills, and ancient waterside villages. Sailing conditions are moderate and variable, with short distances between anchorages. As you travel among the islands you'll be in the company of the mega-yachts of Europe's rich and famous, who have long considered this to be a premier playground for sailing and other watersports.

Having achieved their centuries-old dream of becoming an independent state, the Croatian people have now rebuilt most of their infrastructure and have rolled out the welcome mat to international travelers.

- **Best season:** May - Oct
- **Flight notes:** Major European carriers fly into several coastal airports
- **Bareboats:** GPSC (800) 732-6786; Sunsail (800) 327-2276
- **Tourism info:** Croatian National Tourist Office (800) 829-4416 or www.htz.hr

Greece — Characteris-

tics: As a travel destination, Greece and Turkey are often lumped together. True, they share the same climate and geographical proximity, but as citizens of either country will quickly point out, there are distinct differences between these two sovereign states.

Although Athens, the capital, is on the European mainland, Greece is essentially a country of islands, and its people are immensely proud of their maritime traditions. It is a country of robust people, ancient relics, narrow streets, white-washed buildings, fantastic food and exuberant dancing.

Since the summer sailing season coincides with the peak land-based tourism season, the more popular islands — generally those whose names are household words, like Crete and Rhodes — are extremely busy, so if you must visit in midsummer, try to visit the lesser-known islands, where it's still possible to find the tranquility and charm depicted in great works of literature.

Winds are variable, with strong *meltemi* winds often blowing in midsummer.

• **Best season:** Late May-Jun and late Aug - early Sep (midsummer months are extremely hot and maxed-out with land-based tourists)

• **Flight notes:** Direct flights to Athens from major U.S. gateways; outer islands are reached via ferry or domestic flights

• **Bareboats:** Albatross Yacht Charters (800) 377-8877; GPSC (800) 732-6786; The Moorings (800) 535-7289; Sunsail (800) 327-2276; Stardust Yacht Charters (800) 772-3500; GoCats (800) 592-1254

• **Tourism info:** Greek National Tourist Organization: www.greektourism.com

Turkey — Characteristics: Turkey has only a few offshore islands, so its sailing venue is coastal — the stretch dubbed the Turquoise Coast, being the most popular among sailors.

In the last two decades, as Greece has become more crowded, more and more sailors have been gravitating to the Turkish coast, where crowds are fewer, provisions and meals ashore are cheaper, and well-preserved ru-

ins of ancient civilizations are abundant.

In both Greece and Turkey, itineraries can be designed which balance quiet, semi-secluded anchorages with layovers in bustling waterside towns. Be advised that in either venue it is wise to arrive at your evening's anchorage early in the afternoon, as mooring space is generally only stern-to the historic stone wharves (hence the oft-heard term 'Med-mooring').

Although it can be a bit noisy, it is wonderfully festive to be right in the heart of town. You'll rarely cook an evening meal aboard, as the tavernas beckon with exotic Mediterranean cuisine at bargain prices.

• **Best season:** Late May-Jun and late Aug - early Sep

• **Flight notes:** Domestic flights to Marmaris (near charter bases) from Istanbul (which is well worth a two- or three-day visit); direct flights to Istanbul from major U.S. gateways.

• **Bareboats:** Albatross Yacht Charters (800) 377-8877; GPSC (800) 732-6786; The Moorings (800) 535-7289; Sunsail (800) 327-2276 (also has land-based 'Club' resorts); Stardust Yacht Charters (800) 772-3500

• **Tourism info:** Turkish Tourist Office: (212) 687-2194 or www.turkey.org/turkey

We'll close here, picking up next month with the Seychelles and . . . would you believe, Madagascar!

— latitude/aet

Charter Notes

In researching this month's worldwide bareboating guide, we discovered several

When in Greece, do like the Greeks: tie up stern-to the ancient wharves and head for a friendly taverna.



ITALIAN TOURISM

tidbits of info that we were unaware of — and that you may well be interested in. First, it seems that the British firm **Sunsail** — regarded as the largest bareboat operation in the world, depending on who's counting — has **opened a base at Vancouver, B.C.** With existing bases in **Florida** and the **Chesapeake**, that gives them the largest North American presence of any of the major players in the bareboat biz. (**The Moorings** has one U.S. base in **Florida** and one **Mexican** base at **La Paz**.)

We're not surprised that Sunsail has chosen to establish a Vancouver base, as the adjacent cruising areas are spectacular. However, there are already plenty of well-run Mom-and-Pop charter outfits and a few mid-sized companies in the area, so it would seem that Sunsail's presence will only increase competition. Still, there may be a silver lining — in many fields of business, competition brings about positive results. For one thing,



ANACORTES YACHT CHARTERS

There are already plenty of well-run charter outfits in the Pacific Northwest (such as Anacortes Yacht Charters, whose boat is pictured here), but Sunsail's arrival will vastly increase awareness of the area internationally.

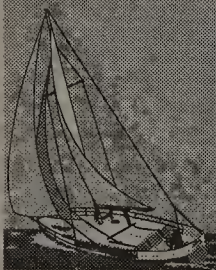
Sunsail's massive international marketing efforts will certainly expand awareness of the area to a much larger international market. And since the firm is owned by an enormous charter airline company they will undoubtedly bring in many Europeans (as they do in the Caribbean), who would never have come to the Pacific Northwest otherwise. Time will tell.

Another tidbit that proves once again that *Latitude* editors certainly *do not* know it all, is that the **French firm VPM**, which specializes in **catamarans**, has established a bareboat base at **Madagascar**, that mysterious island that lies off the east coast of **Africa**. We'll bring you all the details in next month's column.

Finally, **GPSC** has announced that **Tania Abei** has joined them to **lead two flotilla charters** next summer. Abei, of course, became world famous in 1987 when she became the youngest woman to complete a circumnavigation aboard her 27-footer, *Maiden*.

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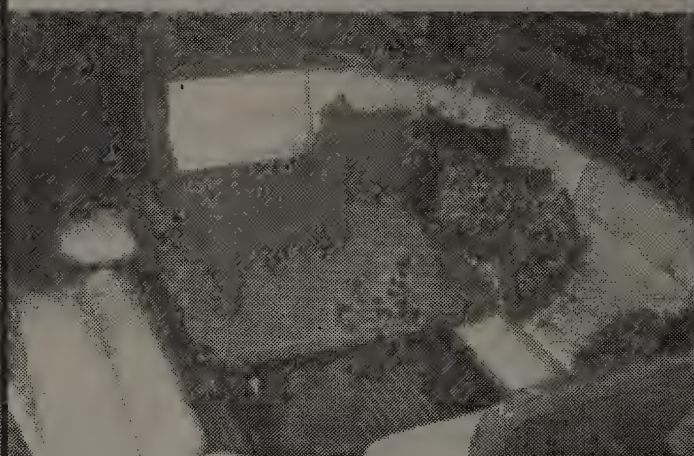
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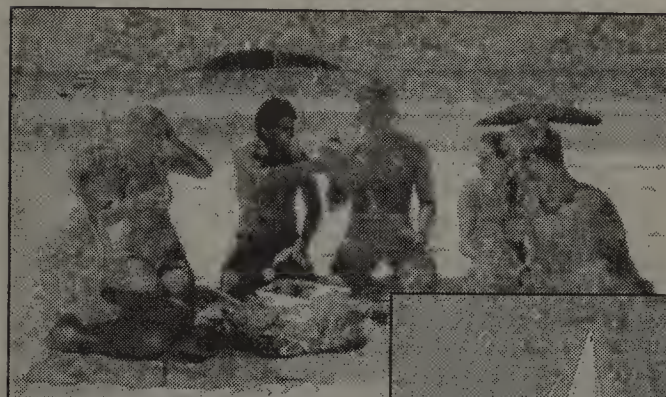
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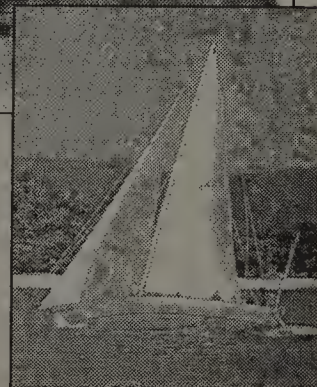
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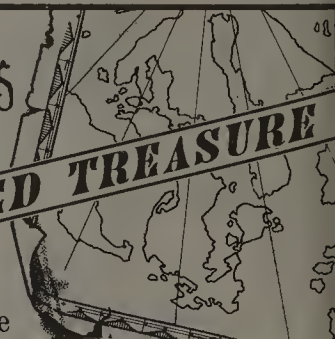
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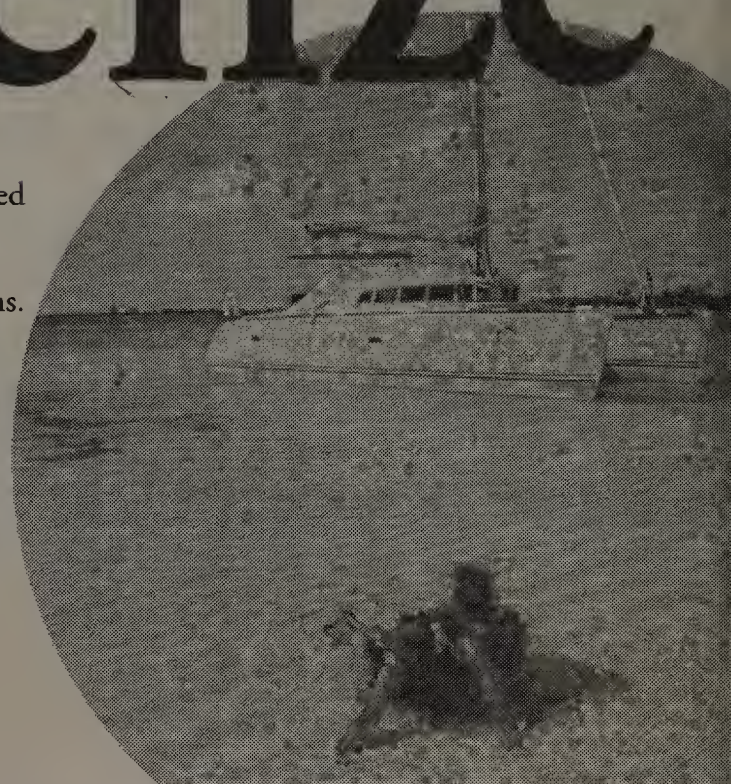
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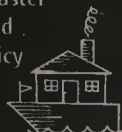
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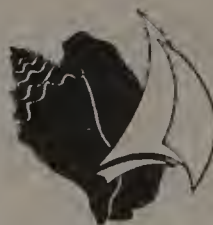
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CHANGES

With reports this month from **Toujours** on there not being the best weather on the Milk Run last year; from **Annita** on finally achieving 'cruising speed'; from **Seapluplus** on youthful wild times in the South Pacific; from **Catmandu** on cruising with a dog; from **Final Frontier** on picking up crew; from **Lady Guinevere** on being eight years into a five-year circumnavigation; from **Ghost** on Panama's Bocas del Toro; from **Native Dancer** on cruising from Mexico to New Zealand; from **Grace** on a surprise cruise to Ecuador; from **Moonshadow** on the difficulties in taking a pet to New Zealand; and lots of **Cruise Notes**.

Toujours — Amel Mango Tom & Bonnie Steinhoff Gulf Harbor, New Zealand (Incline Village, Nevada)

We spent the last South Pacific cruising season sailing from Raiatea to New Zealand — and generally speaking, it wasn't so hot. In fact, it was cold and wet. To start from the beginning, we picked our boat up at Raiatea Marine on Raiatea, where we'd hauled her at the end of the '99 season. We'd hauled her there because there was no more room at the adjacent Raiatea Carenage. In our opinion, both these yards are professionally run. None of the 30 boats hauled at the two yards last year had any kind of problem — not even bug infestations.

By the time we got to Rarotonga, however, the weather had turned awful — and stayed that way for four weeks! The provisioning was extraordinary — although the prices were incredibly high — the people were wonderful, but the weather stunk! So we left for Beveridge Reef at the end of June, and ended up entering the barely above water atoll in 30 knots of wind. Fortunately, we'd been given great instructions for entering the reef by the harbormaster at Rarotonga. We ended up being stuck at Beveridge for seven days. We did some snorkeling there, but it looks as though fishermen have pillaged it.

Our next stop was Niue — the most incredible place we've been to so far. What a wonderful place, with fantastic things to see, superb diving, and friendly people. We'd return in a flash. We then spent almost four months in Tonga. Vava'u is a remarkable cruising ground, worthy of an

Sometimes the weather turns really bad in Rarotonga — such as August of '97 when 'Medusa' had her bowsprit smashed and mizzen dismasted while battling for survival.

entire article. Unfortunately, once again the weather stunk. According to weather guru Bob McDavitt, the South Pacific convergence zone was stuck over Tonga and Fiji, causing the bad weather.

When both Russell Radio and McDavitt gave the 'green light' on a weather window, we began the 1,100-mile — and sometimes perilous — passage to New Zealand. We had two days of bashing into 20 to 25 knots of wind — no big deal — after which time the wind died and we had a motorboat ride. Hoooooray! We're back in the States for Thanksgiving, but can't wait to return to New Zealand, a place so great words can't describe it!

— tom & bonnie 12/02/00

Annita — Hallberg-Rassy Ketch Robert & Barbara Cesana Reaching Cruising Speed (San Francisco)

We're temporarily back in San Francisco, eating in the land of good and plenty. While here, we laugh with other cruisers about how we started cruising three years ago, the mistakes we made, and the storms we endured. Most of all, we bask in the hard-won confidence we've built up through our cruising experiences.

When we bought our ketch in '95, our plan was to take off two years later. We did, too — after 24 months of intense work. During that time, we lived aboard to save money and pay off the loan, to fix up the boat, and to adjust to our new lifestyle. As this was going on, we went armchair cruising with the Hiscocks, Pardeys and others.

When we left San Francisco in April of '97 — our first mistake, as it was late in the season — we had little experience. But we did have our wonderful Hallberg-Rassy, which although 20 years old still sailed like a swan. Our boat was full of spare parts and 120 pounds of pasta — after all, we are Italian. We figured we'd find out what kind of cruisers we were in the first year. My cabbie husband had bought into a romantic dream of Costa Rica that one of his customers had painted, so we headed south quickly. In fact, we covered the 2,000 miles down to Z-town in just the first month!

During those first four weeks of cruising, we were given some good advice by a couple of sailors. While in Cabo, Serge



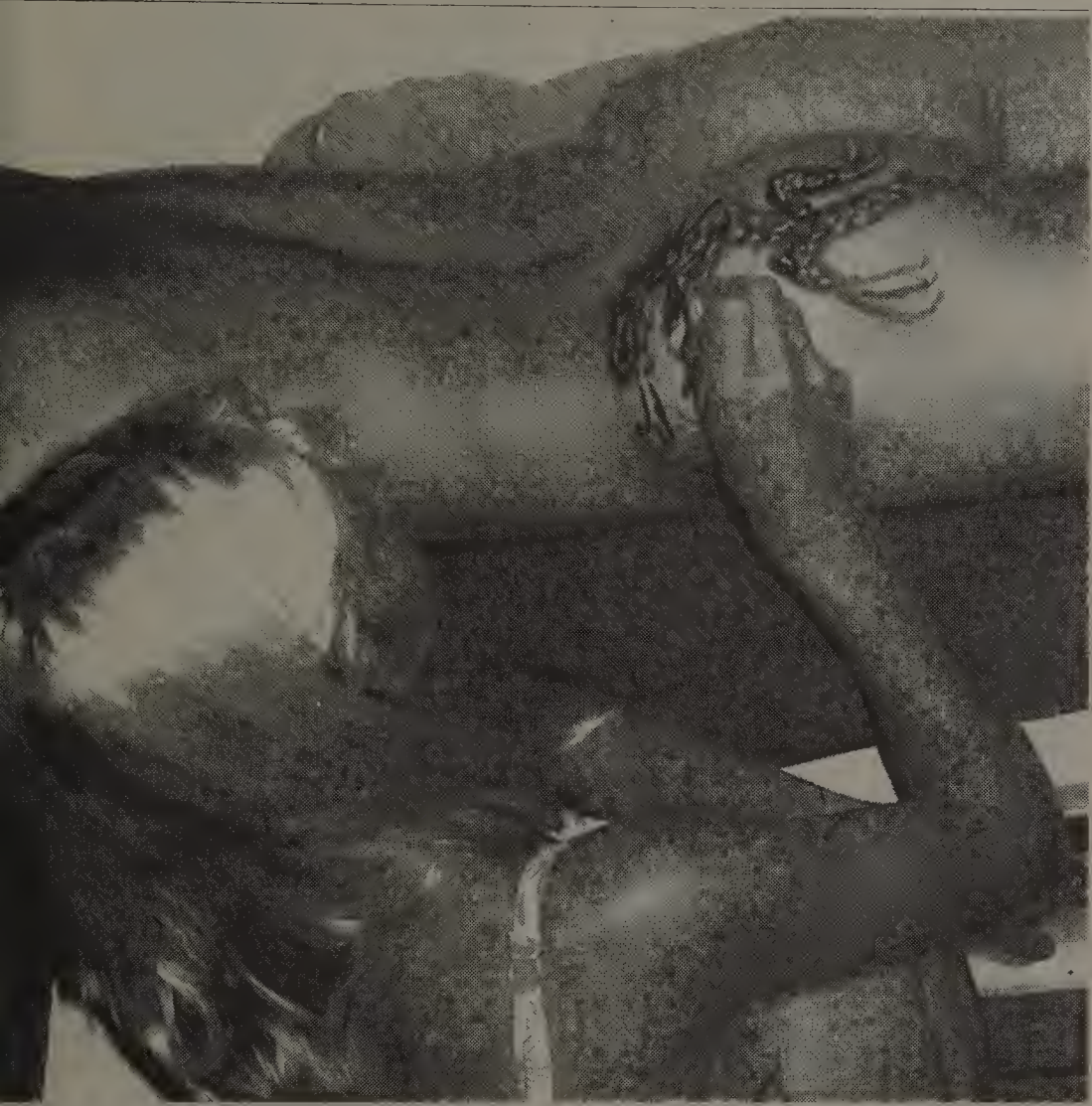
Testa — who had circumnavigated aboard a 12-foot boat and a 60-foot boat — advised us to sail within 100 miles of the coast so that we could duck into a port in case of a storm. And while in Z-town, another very experienced captain told us since the ocean temperature was already over 90° in the month of May, it might be another El Niño year. He advised that we wait two weeks and monitor the weather before heading south across the breeding ground of Eastern Pacific hurricanes. Sure enough, within the next two weeks there were two tropical storms, *Andres* and *Blanco*. The latter even threatened Z-town.

So, after sampling the charms of Z-town and enjoying the unusually warm water, we headed north along the majestic coast of mainland Mexico, our tails between our legs. As it was so late in the season, each time we arrived at another lovely anchorage we'd have it all to ourselves. In any event, after just two months of cruising, we'd sailed all the way to Z-town and back up to La Paz — a distance of 3,000 miles!

The Sea of Cortez was very hot in the



GEORGE DEANE



SEAPLUSPLUS

A sailor's life is often dangerous — and sometimes ticklish. Steven of 'Tawodi' gets a painted tatoo from Janet of 'Starship'.

summer of '97, and we met up with many other sailors lusting to go south — while we enjoyed the blue skies, turquoise waters, desert scenery, and the flash of sea life jumping from the water. As many recommended, we tried to 'smell the roses', but it was hard. So on November 1, the 'official' end of hurricane season, we headed south toward Z-town once again. But 12-foot seas generated by post-season tropical storm *Rick* drove us into a small bay north of Z-town to ride it out.

That year we celebrated Thanksgiving swimming in the pool at the Acapulco YC and enjoying a turkey purchased from Wal-Mart. Christmas and New Years were celebrated on a land trip to Guatemala, where my husband decided, "They don't understand what *mañana* means down here." Having been in Mexico for seven months, it was a sharp contrast. A week later we were anchored off Playa del Coco, Costa Rica. The papagayo winds made it tough getting there, and it took us weeks to rest up and regain our normal sleep-

ing cycles.

By the end of March of '98, we'd transited the Panama Canal and were laying in the Flats off Colon, Panama. This had been one of my husband's lifelong dreams. By this time we learned that most cruisers seek a dreamy series of anchorages in which to slow down. Not us. Our cruising alternates between quiet rests, off-

The crew of 'Seaplusplus' found 'strip Twister' to be the best — hey, watch where you're putting that hand! — ice-breaker for parties.



shore dashes, foreign ports, and work trips back to San Francisco. When our families ask if we're bored with cruising yet, we just laugh.

Having subsequently sailed to Cartagena, the Cayman Islands and Key West, *Annita* is currently resting in Jacksonville, Florida — a fine refuge from hurricanes. We've also made two long land trips with backpacks and boots. The first was to the Andes in Peru and Bolivia, and then to Patagonia and Brazil. The cruising looks yummy in all these places, but this winter we'll be sailing to Cuba.

We know that we're lucky to be able to cruise, because not everyone gets the chance. Nonetheless, we think people should consider making big changes in their lives — and imagine the possibly wonderful results. Our general outlook is this: You can't have everything in life — but if you keep busy enough, you probably won't notice! As for the answer to 'the question' most women ask me, the wife, the answer is, yes, it has improved.

While the winds and storms howl in San Francisco, we pass along the recipe for an old but effective Caribbean drink, the Painkiller: One part sour — lemon juice. Two parts sweet — a solution consisting of a cup of sugar in a cup of water. Three parts liquor — rum. Four parts neat — water, to all but non-Brits. It keeps the scurvy away and one's cruising dreams alive.

— barbara 10/15/2000

**Seaplusplus — Tayana 52
Christopher & Catherine Miller
The Young & The Wild Cruisers
(California/Auckland)**

Thanks for posting the correction for the Christopher/Stephen photo mix-up that had appeared in *'Electronic Latitude'*. As requested, I sent along some high-resolution photos of the party games we played on *Seaplusplus* during our Pa-

CHANGES

cific Puddle Jump during '99.

The particular night that led to the photographs on the previous page started out with the crews of *Starship* — more on them later — and Yannekke having an impromptu party on *Seaplusplus* while at anchor off Huahine in French Polynesia. What's the best ice-breaker for a tropical party in paradise? Strip Twister, of course — followed by a group swim. This was later followed by a rousing game of strip poker to continue the fun. When everybody was naked, we switched to body painting with the 'losers' expressing their artistic skills on the 'winners'. In the above photo, Janet of *Starship* paints a reptile on Captain Stephen Mann's derriere. After her stint aboard *Starship*, Janet, who is working on her PhD in Vulcanology, and her husband Rudy, a video cameraman, later spent the New Year's Eve 2000 with us on *Seaplusplus* in Auckland. They're back in Germany now.

Speaking of *Starship*, *Latitude* readers who are adventurous, hard-working, and ocean-loving, should check out crew applications for Michael Poliza's *Starship* at www.ms-starship.com. The motoryacht is on a three-year mission "to document the state of our planet at the end of this millennium and share its discoveries with millions of people around the globe via satellite and the world wide web. With photographers and filmmakers onboard, *Starship* is traveling to many extremely remote places that can only be reached by ship." They know how to have fun, too!

Say, I found some additional photos from our Puddle Jump. The group shot below is of the crews of *Jamala*, *Rainbow Voyager*, *Freya*, *Illusion*, *Seaplusplus*, and *Endless Summer* while in Tonga. The snorkeling shot is of the *Seaplusplus* crew snorkeling off Rangiroa in the Tuamotus.

— christopher 11/15/00

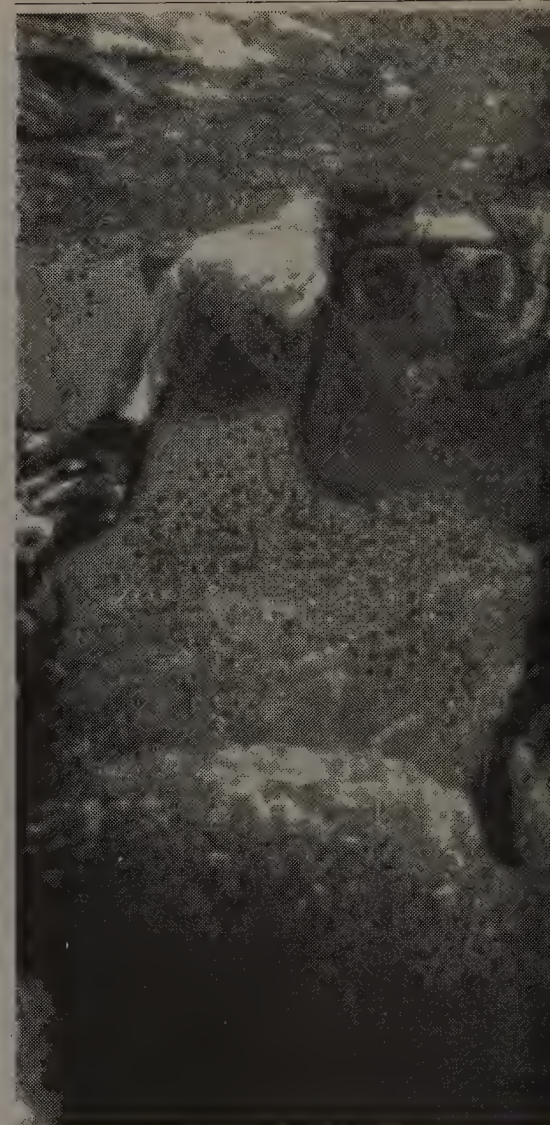
Christopher — We second your recommendation about Starship — even though it's a motoryacht. We've visited their website several times, and were absolutely dazzled by the quality of their photography. We're delighted that Michael Poliza has graciously given us permission to reprint the photos — naturally giving proper credit and a link to their website.

Catmandu — Beneteau 40 CC Glenn & Linda Jurczyk (With Ajax) Cruising With A Dog (Martinez)

We hadn't seen a *Latitude* in months, and were therefore thrilled to have the September and October issues bestowed on us by a fellow cruiser while at San Andreas Island in the southwestern Caribbean. The letter asking for information about cruising with pets in the South Pacific brought back memories of our concerns about cruising with a pet, as we were determined to bring our schipperke Ajax along with us. So we not only obtained the required health certificates, but also visited the various consulates in San Francisco to have the certificates stamped before our April '99 departure.

It's turned out to be a bit of overkill, as we've yet to be asked for Ajax's health certificate. They didn't even ask to see it in Panama, where we expected there might be a problem. The only time any official asked to see paperwork on Ajax was at Isla de Providencia. The customs official there was checking our passports, and jokingly asked to see a passport for the *pero*. He was amazed and started laughing when we produced a silly rep-

Not all cruisers are middle-aged. These are the crews of 'Jamala', 'Rainbow Voyager', 'Freya', 'Illusion', 'Seaplusplus', and 'Endless Summer'.



lica passport — it even had his picture — that we'd bought in a pet store.

While at Panama's San Blas Islands, we noticed a definite lack of dogs and cats, so Ajax was a natural curiosity. A family of Kuna Indians came by in their *ulu* selling — what else? — *molas*, and their little girl started crying when she saw our 'little black devil'. We don't think she'd ever seen a dog before!

We must warn everyone that we've had no personal experience with a pet in the South Pacific. We did, however, have a Kiwi student aboard for our Canal transit, and he confirmed that it was still difficult to bring a pet into New Zealand and Australia. Nonetheless, travelling down the west coast of Central America and halfway up the east coast with a dog has been a lot easier than we expected. But we'd like to hear firsthand accounts from pet owners in the Pacific.

On a more serious note, we'd like to comment on the September letter regarding the offshore collision between *La Rive* and an unlit fishing boat in the western Caribbean. We are underway to Roatan with *Island Time* and *Breathless* — hoping there is safety in numbers — and are



SEAPLUSPLUS

Catherine of 'Seaplushplus' snorkeling at Rangiroa with newlyweds Emilio and Katrina — who she and Christopher met at Easter Island.

currently anchored at Cayo Vivorillo off the Caribbean coast of Honduras. During our overnight passage from Quita Sueno Bank — which is like being anchored in the middle of the ocean — we encountered about four fishing boats at the south end of Gorda Bank. One of them decided to play a game of 'chicken' with us, and later did a close circle around *Island Time*. They had their lights on, so we assumed they were jerks as opposed to pirates. We haven't had a chance to read the June article in which the skipper of *La Rive* explained the details, but it wouldn't surprise us to learn that the fishing boat had been the cause of the collision. The only 'rule of the road' in this part of the Caribbean is to stay out of their way!

— glenn, linda and ajax 11/15/2000

**Final Frontier — MacGregor 65
Steven & Aleta Hansen
Picking Up Crew
(San Francisco)**

Two issues ago we wrote about our

travels in the South Pacific last season. Now we'll tell you a little about the crews we had.

From Fiji to Vanuatu our crew was Hideyuki, a Japanese national and licensed pilot. He was hoping to explore opportunities as an inter-island pilot. He had no open ocean sailing experience, but was great on night watches. But after our 'E ticket' ride through tropical depression

These four Vanuatu boys would have loved to sail on 'Final Frontier', but they had to attend a circumcision ceremony. Their own!



ANOTHER HORIZON

23F, we weren't sure he wanted to ever crew on a boat again. But while in Vanuatu we found him a berth on a boat headed to Papua New Guinea. Once he got to PNG, he'd find plenty of work flying light planes between islands — while dodging ground fire from anti-government rebels.

We had Gaelle — an investment banker from France, and our first female crewmember — sail with us from Vanuatu to New Caledonia. Gaelle was on her way around the world on every available mode of transportation, and wanted a 'ride' to Noumea. When we got to the Loyalty Islands and New Caledonia, Steve's use of hand signals for communication didn't always work, so Gaelle's translating skills were a big asset.

We had two Kiwis — David, a carpenter, and Paul, a landscaper — crew with us from New Caledonia to Oz. Both had sailed from New Zealand to New Caledonia aboard *Cho Cho San*, a 28-footer with a total of four people aboard. It had been a little crowded! Both of them wanted to go to Oz to find work. Lots of Kiwis got to Oz for work because the pay is better. Neither David nor Paul had sailed before *Cho Cho San*, but proved to be natural ocean sailors on a 'winds from hell' trip. We had 25 to 35 knot winds on the nose — none of which had been forecast — for the entire six days. These two guys were so mentally and physically tough that they almost made it fun! They chose to do day and night watches, climbed the mast, and bathed in 63° seawater to help us save freshwater. They even washed their clothes — hello, crotch rot! — in seawater. Despite the cold nights and rough seas, David and Paul were always ready to help out and really enjoyed the journey. What great crew!

Our last travel update included a bit of our activities in Vanuatu up to our departure from Santo Island. While in

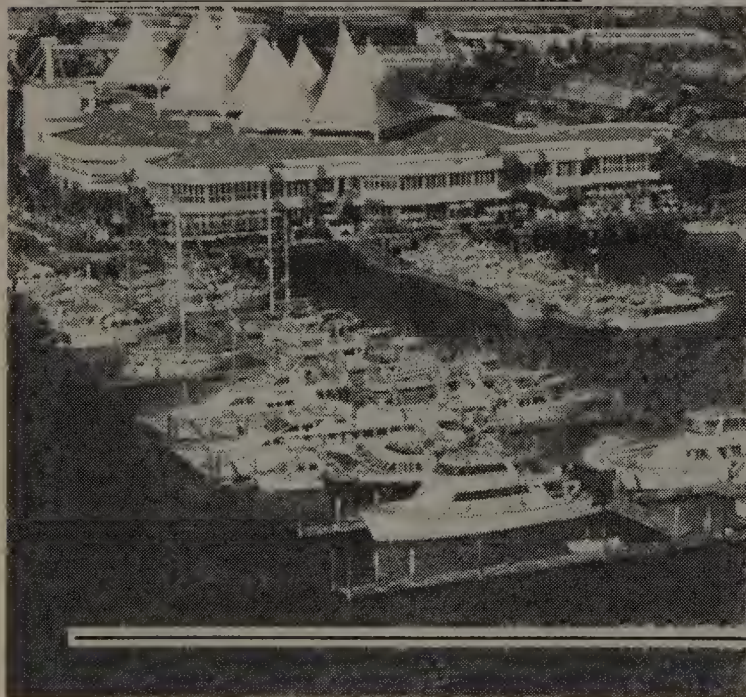
CHANGES

Luganville, the main city on Santo Island, we saw jungle tribesmen in loinclothes walking the street along with people wearing western dress. Of course, they got to see the clothing worn by international cruisers such as ourselves — which we upgraded in secondhand stores. The streets in Luganville are laid out like they are in the U.S. — which shouldn't be a surprise, as Americans built the city during World War II. Luganville has living proof of how enduring American products are as the original quonset huts are still in use. In fact, sometimes we felt as though we were on the set of *McHale's Navy*.

From Santo we sailed to Wala Island. The island's natural beauty was remarkable — what we always imagined a tropical paradise to look like. We anchored in 12 feet of crystal clear water, swam off the boat, snorkeled the coral garden 50 meters away, walked the long white sand beach with the native kids following along, and read.

On nearby Malakula, we hiked up to a village where people lived like they did 100 years ago and still wore the traditional dress. The men, for instance, only wore banana leaves wrapped around their penis. The bare-breasted women wore nothing but palm leaf skirts. Despite the great differences in culture and traditions, these people welcomed us, cracking open coconuts and making straws from bamboo so we could enjoy the fresh juice. They also showed us how they celebrate the yam harvest, and even let us take photographs. When we reciprocated with some lawn chairs that were rusting up our boat, they put on a chant-dance.

Steven and Aleta currently have their MacGregor 65 berthed at the Marina Mirage on Australia's Queensland Coast.



We left Malakula after a few days and sailed back to Port Vila. It rained for several days, and the wind blew hard. Fortunately, we were moored in the harbor where the water was relatively calm. This meant we could still dinghy to town and not worry about the anchor dragging in the middle of the night. We spent more than a week waiting for a weather window to leave for the Loyalty Islands and Noumea. As far as we're concerned, Vanuatu is probably the prettiest, most unspoiled island chain that we've visited.

New Caledonia is French Overseas Territory, the people are French citizens, and most local customs seem to have been lost or eradicated. The communities are like French villages/towns. Nonetheless, we enjoyed exploring Noumea and the surrounding area. The people were very friendly, and the food — particularly the baguettes — were delicious. The municipal marketplace was a mixture of the tropical and French foods. The best market days were the weekends, when the musicians and artists also showed up. The most popular market in the city was just steps from the Port Moselle marina where we were berthed.

We arrived in Oz at Bundaberg, 200 nautical miles north of our planned destination of Brisbane. It was a matter of the prevailing wind and swell preventing us from getting to where we'd planned to go. We rented a car shortly after we arrived, and drove down the coast looking at all the marinas between Bundaberg and the New South Wales/Queensland border. We decided on the five-star Marina Mirage which is part of the Sheraton Mirage complex — and a destination in itself. We enjoy it here, but find it hard to believe it's on Australia's Gold Coast — It seems like it ought to be on Spain's Costa del Sol or maybe even Miami.

— steven & aleta 12/4/2000

**Lady Guinevere —
Hans Christian 43
Keith & Diane Holmes
Eight Years And Half
Way Around
(San Francisco and
Malaysia)**

We're now eight years into a five-year circumnavigation, and find ourselves in Langkawi, Malaysia, which is about halfway around the world. Our boat, *Lady Guinevere*, is a Hans Christian 43T homeported in San



Francisco. I used to live aboard her in Grand Marina, Alameda — in fact, I was the very first boat in that lovely marina. Come to think of it, I was there before they actually opened. The fact that they had no water or power at the time prepared me for the cruising life!

I started my circumnavigation singlehanded, enjoying the Sea of Cortez and mainland Mexico. But while in Tenacatita Bay, I met Diane, a French Canadian woman who was cruising with friends on a Westsail 32. I told her I was looking for a really nice female to circumnavigate with me, and she replied, "Well, you've just found her!" She jumped ship right then, and the rest is history. We got married in Langkawi last year. The way I figure it, anybody who could put up with this old curmudgeon 24 hours a day for so long deserved what she got!

Anyway, the two of us left Puerto Vallarta in April '94, and went on to the Marquesas, Tuamotus, Tahiti — where I almost lost my leg from infection — Moorea, Bora Bora, Suvarov (magnificent!), American Samoa, Western Samoa,



COURTESY DREAMER

From Darwin we sailed to Kupang, West Timor, and then took the 'southern route' to Bali, stopping at Komodo Island on the way to check out the famous Komodo dragons. We spent nine days in Bali and didn't see a thing! A Swedish boat had sat on a bommie and driven their sail drive right up through the bottom of the boat, so we spent all our time helping them.

From Bali we continued on to Sebanan Cove and Johore, Malaysia, with a visit to Singapore. We had a long motorboat trip up the Malacca Straits, as there was not a breath of wind the whole way. We're now in Langkawi, where the duty free beer is \$7 U.S. a case and a bottle of scotch goes for the same! This is our third season in the region, as we divide our time between Thailand and Malaysia. It's been great, but it's time to move on — or else I'll be 'too long in the tooth' to enjoy the Sea of Cortez once again. Our plan is to leave here in late December and go straight to Chagos Archipelago in the middle of the Indian Ocean, where we will spend five months. From there we'll sail to the Seychelles, Tanzania, Mayotte, Madagascar, Mozambique and South Africa. From Cape Town, we plan to visit St. Helena, Trinidad — it's a long haul, but we want to arrive in time for Carnival — Venezuela, the ABC Islands, Colombia, the San Blas Islands, through the Canal, and back up to the Sea of Cortez.

During our stay in this area, we acquired two cats: Penang and Matsi. They seem to love the life at sea. Of course, they don't know anything else.

P.S. Many thanks for your email with Mary Shroyer's address. I have already received a reply from her with regard to

It's not the Sea of Cortez, of course, but this photograph proves there are some lovely cruising areas in Thailand, too.



COURTESY DREAMER

The Far East. Inset, Langkawi, Malaysia, is home to the tallest building in the world. Spread; Selecting peppers in Thailand to make Thai food.

Fiji and New Zealand. We took a big knockdown on the way to New Zealand, causing a lot of damage. So we stayed in New Zealand for 16 months while we fixed the boat and prepared her for the next leg, which included stops at New Caledonia, Vanuatu, Banks and Torres, the Solomons, the Louisiades, and down to Australia.

We spent nine months in Oz, including a great sail to Sydney where I had some business friends from my previous life. As a result, we lived in the lap of luxury on my friend's mooring at the bottom of his garden in Pittwater! From there we were driven everywhere and wined and dined on every occasion! One of the highlights of the Sydney trip was a race on the Xerox sponsored 18-footer. When it was over, the skipper apologized because we only did 20 knots — because of the extra weight — rather than the normal 35! But soon it was time to continue on, so we wound our way up the east coast of Oz and 'over

the top' to Darwin.

During our first day in Darwin, we had our inflatable stolen! Friends at the Dinah Beach Cruising Club lent me a little Tinker with a 2 hp outboard while I searched for a replacement inflatable. Big inflatables aren't easy to come by in that part of the world. In fact, they call them 'crocodile meat' because of the number that get chewed up! On the third day of my search, I was rowing — the little outboard wouldn't start! — back to *Lady Guinevere* when a young lady offered me a tow . . . in my own dinghy! As she came alongside I, mouthing a few unmentionable words, told her that it was my dinghy, and insisted that she get up front while I drove. I towed the Tinker back to *Lady* and called the police. It seemed that the lady had found the dinghy on the beach, asked someone to help her start it, and was just joy riding. Both the canvas cover for the engine and the dinghy were missing, so police theorized that when the thieves took off the covers and saw all the decals on the engine and *Sir Lancelot* stencilled on the inflatable itself, they decided that they weren't saleable and just left them.

CHANGES

trying to locate an old friend, and she's put a notice on the board and requested ham help. Many thanks.

— keith & diane 11/15/00

Glenn & Linda — See this months' Changes from Moonshadow to get the lowdown on cruising with pets in the Pacific.

Ghost — N/A

Web Barton

Bocas Del Toro, Panama

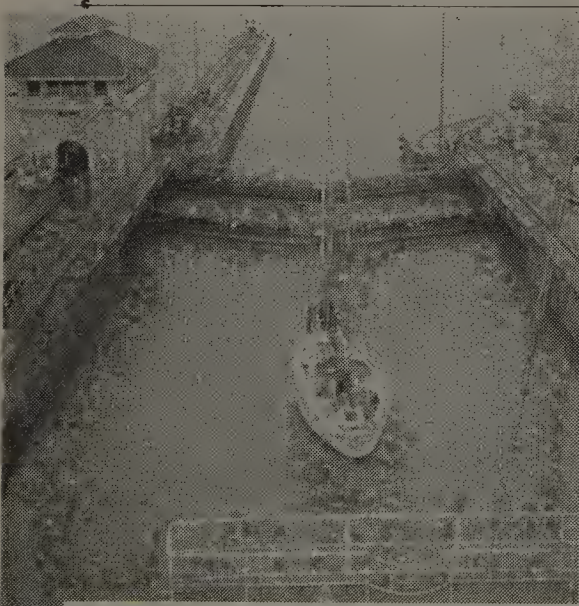
(N/A)

I'm responding to your request for more information on the Bocas del Toro region in Panama. I can fill in a few voids, as *Ghost* arrived there in January of this year after — to the best of my knowledge — being the first yacht to do a Pacific to Caribbean canal transit under Panamanian control. Here's the story.

When we arrived in Balboa on the Pacific side, I decided to do my own paperwork in order to save a little money. I grabbed a cab, told the driver my plans, and it turned out to be very easy. *Ghost* was admeasured the next morning. When the Admeasurers' office gave me my transit card, the guy said, "Save this, as it's the last one being issued under American authority. The Panamanians are taking over control right now!"

I was then told to go pay my transit fees at the Citibank office. But when I got there, nobody was sure how to process my paperwork. One lady finally admitted, "I have no idea how much to charge you, as nobody told us you were coming, and you're the first one I have processed." The admeasurer had told me the transit fee and damage deposit would come to

A typical Canal transit. 'Big O' is seen 'center chamber', as photographed by a Canal pilot from the bridge of the ship behind her.



CANAL PILOT

\$1,300. I told the lady it was supposed to be \$1,000. She said that was fine with her — and that I would get the \$500 deposit back in the mail. It was all done on my Citibank card.

My transit itself was a semi-nightmare, as my 'advisor' arrived late and hung over. Furthermore, he didn't have a clue how to handle a boat, and was very tense because of his ignorance. Fortunately, we had three line-handlers on the boat. We missed getting to the last lock during daylight by 45 minutes, and since they don't let small boats transit at night, we had to spend the night on the hook in Lake Gatun. As *Ghost* has no refrigeration, the rations were a bit dull, and the natives became a little restless. Everyone was happy the next morning when *Ghost* locked through to the Caribbean.

The next day, we set off for Bocas Del Toro, about 120 miles to the northwest. I had been told to stand off the coast, as a powerful current runs right down the shore between Bocas and Colon. We went about 20 miles out and had a decent sail.

Bocas is a very funky little town. The only access is by ferry or airplane from the mainland. The small airport is very efficient and has excellent service to Panama City. Tickets are about \$50. Forget trying to make reservations, as they never seem to have any idea how many people are going to be there. Just show up early, ready to go, and hope for the best. The atmosphere in Bocas is very relaxed, as there is a combination of European backpackers, Americans, and the locals. The locals — a mix of Indians, Caribbean blacks, and Kunas — are extremely friendly. The town is clean and the supplies are plentiful.

I'd never actually checked *Ghost* into Panama, as the customs official on the Pacific side had gotten a little too greedy. He was hoping to 'cover his expenses', but I've got expenses of my own. So, I just did the regular check in and planned to head for cheaper waters. So, yes, *Ghost* was able to transit the Canal without a *Zarpe Nacional* or stamped passport! When I got to Bocas, the port captain didn't seem to mind in the least, and happily issued, stamped, and signed my papers in a magnanimous fashion. The interesting thing is that he fined the shit out of *Ghost* three months later. The reason is that we'd kept the same casual attitude about paperwork a second time by not renewing the paperwork until a week after it had expired. All things considered, the Port Captain is very accommodating to cruisers.

The Bocas region is an outstanding cruising ground, and will no doubt soon



become popular. The scenery is spectacular, the water is clean and clear, and it's all south of the hurricane zone. In addition, there are many anchorages within just a short distance of each other. This area is subject to substantial swell during the winter months when the Caribbean trades blow the strongest, but there's enough fetch to clean up the swell by the time it reaches shore. In other words, there's good surf on a regular basis. It's mostly reef breaks, some of it is excellent, and faces are up to 20 feet high! There are many islands and reefs, most of which can only be reached by boat. There are many years left of surf exploration in this area.

Ghost was left at Marina Carinero under the care of Mack and Mary, while her crew returned to the states for business. Upon return, we found our boat in excellent condition — in fact, better than when we left her! Mack and Mary kept her dry, aired and safe. What a great spot. I hope this inspires other to make the trip and check it out. By the way, we eventually got our \$500 deposit back from Citibank.

— web 10/25/2000



NATIVE DANCER

Top; The crowded harbor at Rarotonga, with the cat 'New Tricks' from Sausalito. Left above; A businessman waits for the king in Tonga. Above; Main Street, Palmerston Atoll.

Native Dancer — Nor'West 33
Simon & Lori Elphick
Opua, New Zealand
(N/A)

We arrived in Opua, New Zealand, on what was Thanksgiving Day in the United States. But thanks to the international dateline, it was already the day after in New Zealand, so all the cruisers were done feasting. Knowing this would be the case, we celebrated Thanksgiving at sea with canned chicken.

It's hard to believe, but last Turkey Day we were in Z-town, Mexico. It's been a wonderful year since then, as all our cruising stops have been good ones. Our route across the South Pacific took us to Fatu Hiva in the Marquesas, the Tuamotus, the Societies, the Cooks, Niue, Tonga and New Zealand. It's amazing all the wonderful things that we've seen. In Rarotonga, for example, it was a 'full house', with 25 cruising boats plus freighters in the tiny harbor. We spent a fortune there 'saving money' — on res-

taurants, movies, motorcycle rentals, ice cream and so forth. It's a lovely place to 'vacation' after the prices of French Polynesia. Plus, the locals speak English.

It was also interesting to observe the difference in dress. While in Tonga, the businessmen waiting for the king to pass after the closing of parliament wore the most interesting outfits that were a cross between native and western dress. The pace of life was often very different, too. Main Street on Palmerston, for example, is nothing like a Main Street in California. But what a great place for people-watching, as the five remaining branches of the Marsters family compete to host visiting cruisers! Our family hosted eight boats including ours — which meant they made dinner for all of us every night! There's an explanation for this. Back in 1936, a tropical cyclone wiped out all the houses and food supplies on the island, and everyone was threatened with starvation. Shortly thereafter, a large private yacht off-loaded almost all their stores to help the islanders — thus starting the 'cruisers are family' tradition that still endures.

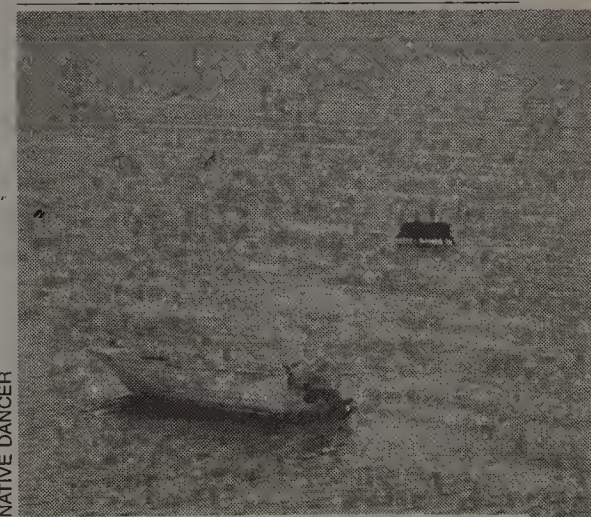
As most readers are aware, the 1,200-mile trip from the South Pacific to New Zealand can be a very dangerous one. Our

trip down from Tonga was uneventful, as the worst weather we had was 35 knots. At the time, we were gorging on lobster at South Minerva Reef, a reef in the middle of the ocean that's barely above sea level — even at high tide. Some other boats had it worse. A 103-footer lost a sailboard from their deck, and the crew of a 38-footer reported doing 14 knots for hours while under bare poles. Thankfully, there have been no cruiser casualties on the crossing this year.

Cruisers newly arrived to New Zealand were all walking around with silly 'we made it' grins. It certainly has been a wacky year for weather. For instance, it rained nearly every day for six weeks in September and October in Rarotonga and Tonga. The consensus among cruisers in Opua is that five-day forecasts are nonsense down here — or at least were nonsense this year. Even the Met Service forecasts from New Zealand and Oz have been wildly inaccurate. The weather systems have been behaving like pinballs, spinning, stalling, merging and moving in confounding patterns. If anyone has doubts about the hole in the ozone layer, consider this: Our solar panels are putting out 30% more power here during New Zealand's chilly spring than they did during the blistering heat of a Sea of Cortez summer!

Having travelled so far so quickly, we're ready for a rest. We'll be in New Zealand for the next six months or so, and will take full advantage of the luxuries we've been missing. Our Nor'West 33 never faltered, but after 13,000 miles some things are looking a little tatty. We need new canvas, a windvane rebuild, and that kind of thing. Fortunately, New Zealand has great boat services and the Kiwi dollar is very low.

We're still emailing with Pocketmail. We *Pigs at sea? You bet. Here a pig roots around for food on a reef off Tongatapu, Tonga. He spent most of the time with his snout underwater.*



NATIVE DANCER

CHANGES

had spotty results across the South Pacific, with only the French Polynesian satellite phones being good enough to use it. Elsewhere, we accessed our Pocketmail email through the Mailstart website. Internet access costs ranged from free in Niue, to \$30 an hour (!) in Vavua, Tonga. Calls from here in New Zealand to the States are just 12-cents a minute, so Pocketmail is very cost effective again.

Earlier this year, our bank account was emptied — to the last penny — by the California State Board of Equalization. And the board was 100% in error. We had paid sales tax when we bought our boat five years ago, but the Board of Equalization lost the records! How many 'Elphicks' do you suppose have ever bought boats in California? Anyway, the Board mailed us one letter, then served liens six weeks later. The letter they sent was not registered, so they had no idea whether or not we received it. We were cruising in the Marquesas and Tuamotus when the letter was sent, so we didn't know anything about it. We got our money back about a month later, but so far have only received \$60 of the \$300 it cost us to prove that we were 'innocent though presumed guilty'.

— *simon & lori 11/30/2000*

Grace — Kelly-Peterson 44

Jerry & Ellen King

Ecuador

(Las Vegas)

Once in awhile we make our home in Las Vegas. It's where Jerry 'I've gone from 500 mph to 5 mph' retired from flying for TWA as a captain, and where I, Ellen, retired from teaching. But our trips home to Vegas are getting further apart, as we find it increasingly difficult to leave our 44 foot cutter-rigged sloop.

After sailing down the west coast and stopping at places like Guatemala and El Salvador, we got to Panama and told our cruising friends that we'd be transiting the Canal and going into the Caribbean. We even got to the Balboa YC and got excited about our big transit day. But after touring Panama City and its environs, and line-handling on two boats making the Canal transit, we told ourselves we had plenty of time to sail to the Caribbean — and headed off to Ecuador!

One of the big things that prompted us was meeting an Ecuadorian couple who told us that their home was our home. In addition, we needed to cross the equator somewhere, and decided that doing it on the way to Ecuador was as good a place as any. As it turned out, the day we crossed the equator, it was blowing 30 knots on the nose and the waves

were such that sometimes we weren't making any progress over the bottom! Nonetheless, we dug out the bottle of wine Jerry had bought in Paris 26 years before just for the occasion! He then donned his green mop beard, tin foil crown, took up his tin foil trident — and waited. Then we counted down; he with his GPS up in the cockpit, and me with my GPS down in the cabin. The winner would be the first one to see the 'S' on the GPS for south of the equator. My GPS won by one second. It was quite a thrill to be south of the equator, and to soon claim another continent and country for *Grace*.

As for Ecuador, what a surprise! The people are so friendly and helpful, and the country is just wonderful — an adjective I've overused ever since I started cruising. We started our visit by setting the hook at the Puerto Manta YC and then backing up to the buoys right in front of the yacht club — and next to our friends aboard *Wayward Cru*, *Liberte*, and *Atua*. The yacht club is new and beautiful, and has a lovely restaurant and a swimming pool. Visiting cruisers are charged \$5/day, although we're not sure if it will be raised when they finish the showers and other improvements. Puerto Manta is a major port, and there were hundreds of boats and ships anchored in the large

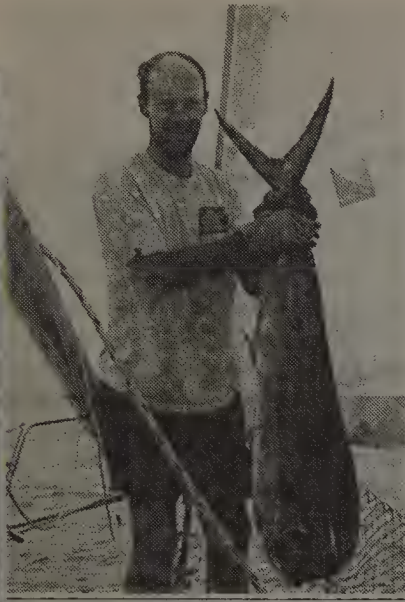


Spread; Enjoying a lagoon in Niue. Top left: A squall attacks the fleet at Beveridge Reef. Top right: "We're having fish for dinner tonight!"

harbor. In fact, both the U.S. Navy and U.S. Air Force made their presence known. We met some of 'our guys' in a restaurant, and were thrilled to later get a tour of their ship.

Metropolitan Touring of Ecuador put together a trip down the spine of the Andes so we could see Ecuador. We started by flying up to Quito, which we loved for its many art galleries and outstanding museums — especially the Central Banco in the Casa de Cultura. We timed our flight to Quito in order to catch the Jacchigua Ecuadorian Folklore Ballet, which was worth the effort. Later, we travelled south by autobus to Riobamba, where we boarded an autoferril — which is kind of a bus on tracks — to travel down the *Nariz de la Diablo* (Devil's Nose) at Alausi. Unfortunately, a truck had overturned on the tracks, so we had to take a bus travelling the Pan American Highway to Alausi. We ended up making the trip down the Devil's Nose on an ancient train of some sort. It would be a gross understatement to say it was exciting.

We then stopped at Ingapirca, the site



NATIVE DANCER

check out *'Lectronic Latitude*. Good work, gang! I'm writing this particular *Changes* for Silvia of *Sonrisa* — and anyone else cruising with pets that may be heading to the South Pacific.

We just completed our third season in the South Pacific with my cat MaiTai aboard. Cruising with pets is a great pleasure — but can be challenging and expensive. Nonetheless, with some research and planning, one can get through it all without any serious drama.

Virtually all the South Pacific Islands call themselves "rabies free", and do not allow foreign animals to be landed without an extensive quarantine period. Most countries — with the exceptions of Australia and New Zealand — will allow the animal into the country provided that it remain on board the vessel at all times. This is not too difficult for a little kitty, but good luck if you're sailing with your pet Labrador. In most cases, the penalty for landing a foreign animal without permission is euthanizing the animal, so it's not worth taking chances.

New Zealand is by far the strictest when it comes to animal control. When we checked into Auckland, an agent from MAF — Ministry of Agriculture and Forestry — was on the dock waiting. The owner of a licensed quarantine facility was standing right next to him — in fact, he caught our dock lines. MaiTai was whisked off to 'kitty jail' before she could get her 'land paws'. Normal quarantine for foreign animals imported into New Zealand is six months. One can quarantine their animal aboard their yacht, but then movements are severely restricted and regular inspection visits from an MAF agent — at your expense — are required. This would not have been a viable option

George Backhus' much-travelled Deerfoot 62 in the South Pacific, with MaiTai the cat aboard. MaiTai was just found to be allergic to fish!

for us.

However, one can 'pre-quarantine' their animal. This involves some blood testing and positive identification in the form of a tattoo or a microchip installed on the animal. My MaiTai, for example, now has 'Intel inside'. The blood testing and initial examination can be performed by a vet in Tahiti in time to qualify the animal for landfall in New Zealand at the end of the season. For complete details of the importation procedure for New Zealand, contact Kerry Mulqueen of the MAF at mulqueenk@maf.govt.nz. I found the MAF people to be professional, concerned, efficient and flexible. These are not words that are usually found in the same sentence as government workers.

Because of the pre-quarantine work I did, MaiTai only did 31 days in the slammer at the Pussycat Lodge in Avondale, a suburb of Auckland. The facility was austere but clean, professionally run, and I had full visitation privileges. The total cost was around US \$550. After this, MaiTai was considered a New Zealand cat.

This last season — which just ended, we cruised from New Zealand to Fiji, Vanuatu, New Caledonia and Australia. We had no problems with Mai Tai in any of the South Pacific Islands. But it was the same story, we had to keep her aboard.

Normally an animal coming directly from New Zealand to Australia is not required to go through quarantine. You can get more details regarding pets going to the land of Oz on the web from the Australian Quarantine and Inspection Service (AQIS) at www.aqis.gov.au. We did get documentation indicating that MaiTai hadn't been landed in any of the countries we visited, something that helped us when we reached Australia. In our advance contacts, Australia was non committal about quarantine due to our island-

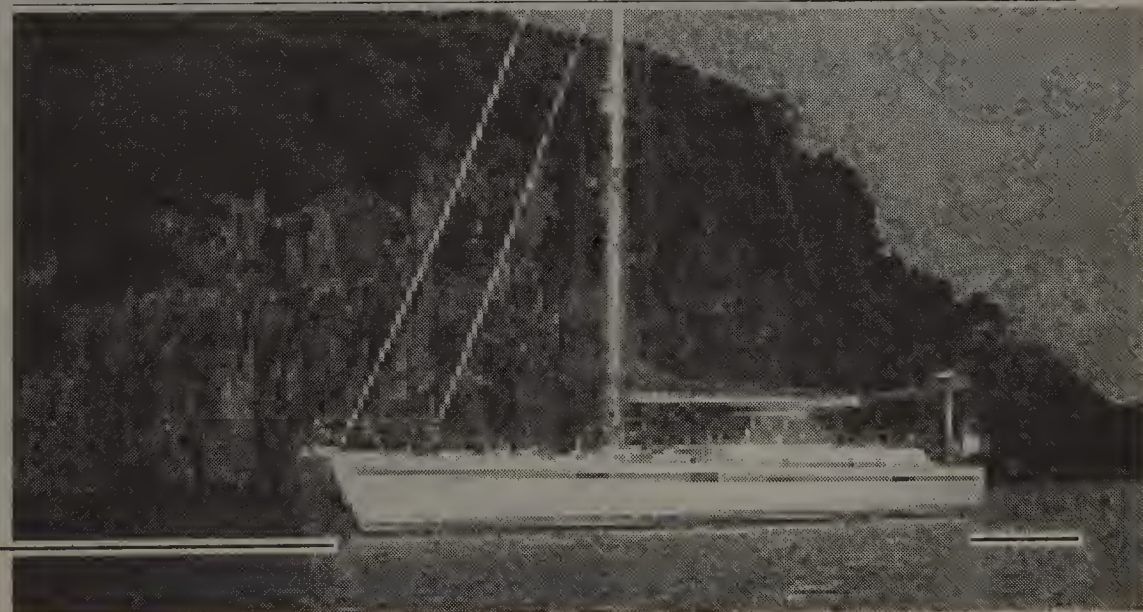
of Ecuador's major Inca ruins, before continuing on to Cuenca. In addition to being the country's third largest city, Cuenca was our favorite city. It's divided into the colonial and modern districts, with the Tumbamba River being the dividing line. After visiting a convent on the outside, I bought radish juice — through a little turnstile in the wall — from the cloistered sisters. The stuff is supposed to improve memory, but I haven't remembered to drink it yet.

After cooking our Ecuadorian turkey for Thanksgiving, we will take our leftovers and head for the Galapagos. Getting to Ecuador is a bit of a challenge, but the rewards are such that it should be on every adventurous cruiser's itinerary. We invite people to look at photographs of our cruise to date at www.grace44.com.

—jerry & ellen 11/30/2000

Moonshadow — Deerfoot 62 George Backhus Pets In The South Pacific (Sydney, Australia)

Giddy, from sunny Sydney! It has been great to return to civilization, get my 'care package' from mom with the last few issues of *Latitude*, and get on the web and



CHANGES

hopping. But when we arrived and they examined MaiTai and all of our documentation, they waived quarantine altogether. Our friends on *Bossanova*, had the same luck with their dog Skipper. Both animals now have triple citizenship!

The best advice I can give to anyone wanting to cruise with an animal is to keep up with your pet's vaccinations, save all the documentation, and do your research a season ahead of your landfall in any country. Between cruising guides, the web, and information from other cruisers, you should be able to get good scoop.

— george 12/05/00

Cruise Notes:

"Well, we made it to Kiwiland," write Sam and Caren Edwards of the Portola Valley-based Marquesas 56 *Rhapsodie*. "The passage from New Caledonia to Norfolk Island was pretty rough, with the wind on the nose the whole way. But the bad weather made it possible for us to hide — with five other boats, which the locals say was a record — in the lee for a couple of days and enjoy the sights. By the end of our stay, the locals were driv-

ing us around in the wooden boats they use to ferry freight from ship to shore. We even watched them unload a bus onto two of these wooden boats strapped together — during a big swell! Did *Latitude* readers know that Norfolk Island is home to a large number of descendants of the *Bounty* mutineers? They emigrated from Pitcairn years ago after it started to get too crowded. Norfolk is a beautiful and fascinating place.

"Our sail from Norfolk to New Zealand was a lot more fun, and included a 200-mile day. We arrived in Opua just before a big gale, and had one hell of a time winching ourselves into our end-tie — while the tides and winds did their best to wish us a Kiwi welcome. It rained and hailed and sleeted the next two weeks — and then decided it was summer. It's not Fiji, but we're almost warm and dry again. We're currently living in a little 'batch' — or cottage — in the Bay of Islands, and purchased an ancient Mitsubishi diesel van with 230,000 kilometers under its

belt. With our kids Rachael and Dana enrolled in the local schools, we've started work on *Rhapsodie*: New mainsail and jib, new rigging, diesel overhaul, Reef-Rite in-boom roller furling, new hull paint job — you name it, we want it! We drew the line at a self-tacking jib track, however, but only because it looked like it would be a big deal. The prices down here seem incredibly cheap — the in-boom furler is costing us about 25% of what we were quoted in the States — and the workmanship is very high. I wish we'd known about this place before buying *Rhapsodie* in the Caribbean, as we'd have had a custom cat built here for less money instead."

"I'm now in **Cartagena, Colombia**, enjoying the great weather and beautiful surroundings," reports John Brannigan of *Shoshin*. "I know I keep repeating myself, but this is the most beautiful place that I've been to so far. The old city and forts of the Spanish Main are everything I'd hoped they would be, and the wonderful people are very friendly. Viva Colombia! I had a rough four-day crossing to get here from Panama, but it was worth

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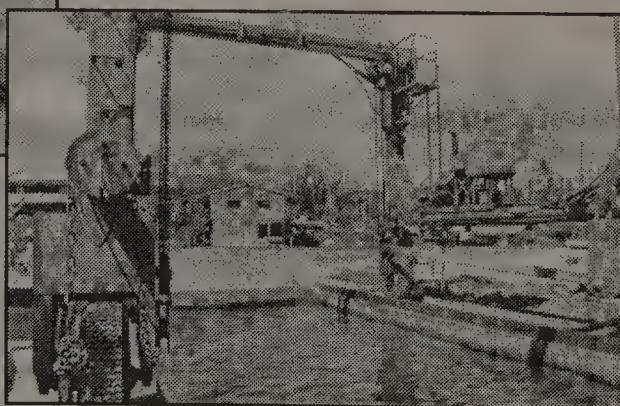
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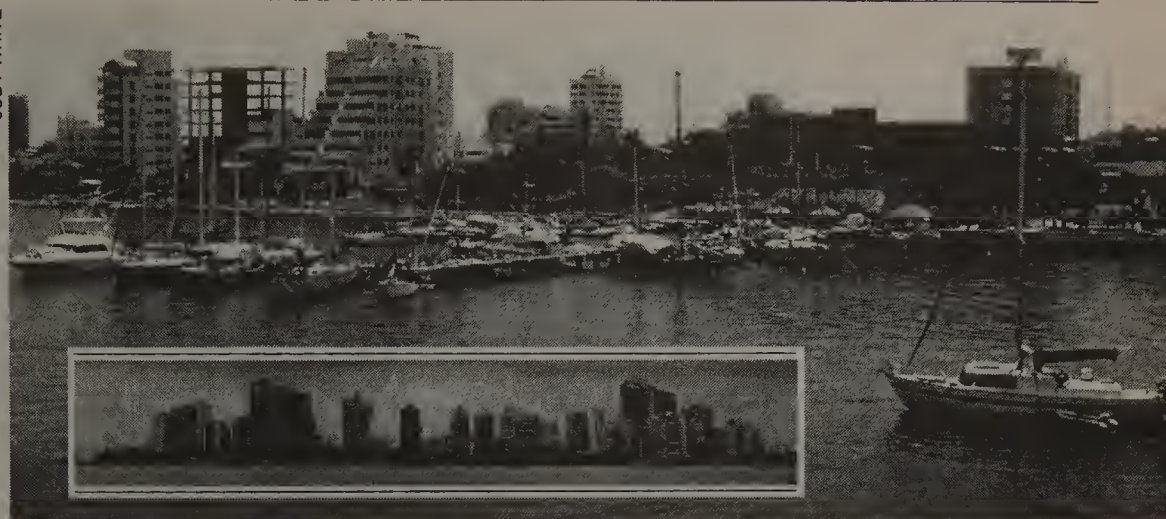
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JUDY WHITE



Spread; Club Nautico in Cartagena has been a cruiser favorite for many years. Inset; The Cartagena skyline.

enrolled in a immersion Spanish school, and am living with a Mexican family that doesn't speak any English. It's a great experience, but very exhausting! Meanwhile, I'm enjoying La Paz. Why didn't I ever pay attention to all the reports in *Latitude* about how great it is here? Something tells me that I'm going to have to

force myself to leave while I still can, as there's an amazing number of cruisers who have been here for years and years. Somebody throw me a line! In fact, if anybody is looking for a very experienced crew — and good cook — I can be reached at: pblavoie@earthlink.net."

La Paz is wonderful — but it's also dangerous in the sense that it's where so many cruising dreams die in their infancy. People who have spent years and fortunes preparing to cruise, fall into the 'good life', lose their cruising resolve, and allow their

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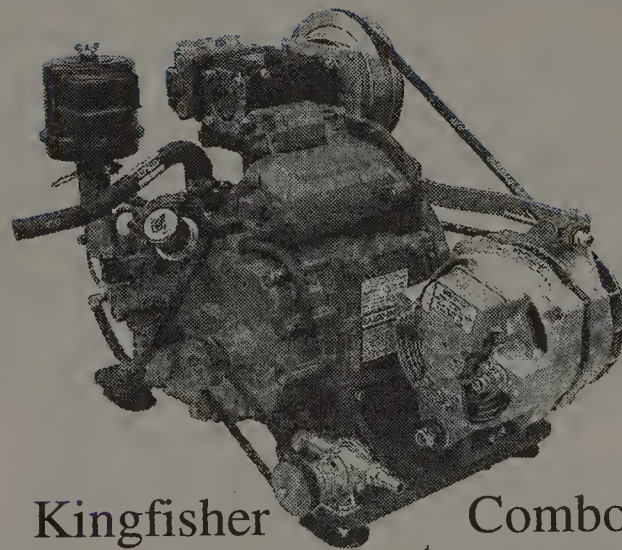
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boats to fall into disrepair. Despite the fantastic cruising grounds less than 25 miles away, these now houseboaters never leave the harbor or raise a sail. There's absolutely nothing wrong with this, of course, as long as people realize that it's happening to them. La Paz is a terrific gateway to some of the world's best cruising, but we've always been disappointed by two aspects of the 'cruising' community: 1) The drinking to sailing ratio is the opposite of what we prefer, and 2) For unknown reasons, it's long been the cruiser whining capital of the universe.

John and Lainey Volk of San Diego used the submission form on the *Latitude* website to report that on November 10 they were at Garrison Bay, San Juan Islands, Washington, aboard their Passport 51, **Silas Talbot**. Similarly, Tom and Lydia Terry of the Playas del Coco, Costa Rica-based Passport 42 **Rapariga** filled out a form to say that as of November 20, they were at Vuda Point, Fiji. We appreciate you folks making the effort, but we, our readers, and your friends would appreciate just a little more information. Here's an example:

"After a 24-day crossing from Costa Rica to the Marquesas — it was a little rougher than we expected — we visited Tahiti and Rarotoga, before arriving here in Fiji. One of the highlights was eating at the 'roach coaches' along the Papeete waterfront. With the onset of cyclone season in the South Pacific, we're hunkering down here at Vuda Point with the following other west coast boats: Joe & Betty Smith's Cal 36 **Sea Breeze** from San Diego; Sally and Sue's Samsom's Sea Wolf 41 **Fish Without A Bicycle** from San Francisco; and singlehander Joe Harley's J/24 **Adios** from Morro Bay." Just those few extra lines would make your reports so much more interesting and informative for our readers.

"My fiancé and I had a wonderful time in the Ha-Ha crewing aboard our friend Robert's Challenger 32 **Luna Sea II**, writes Kelli Van Gorden of the San Diego-based Explorer 45 **Morning Light**. "When it was over, we had to do the Baja Bash back to San Diego —which actually wasn't too

bad. Maybe it didn't seem so bad because we were eager to get back to *Morning Light*, which we'd only bought last September. Anyway, our plans are to be married on March 10 — then take off cruising on March 12! My daughter will have just turned five, so her entire education is going to be through home schooling. I'm having a little problem in that most recognized schools require face-to-face meetings every two weeks or so, which obviously won't be possible. Does anybody know of any online schooling programs? What do other cruisers do to educate their children?

"After sailing my trimaran from Key Largo to Trinidad," writes the owner of the trimaran **Jacamar** — whose name we managed to lose — "I'm hoping to enjoy a season in the Windward Islands. After that, I hope to sail her to the Panama Canal and into the Pacific. I liked your recent review of marinas in Mexico, and am wondering what you can tell me about marina facilities between the Canal and Mexico."

At this time, our first choice would be

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LOVE SONG



Much of the action at Sea of Cortez Sailing Week takes places on the beach under tents. It's rated G this year, so bring the kids!

ber: **Banderas Bay Regatta**, March 22-25, at Marina Paradise. **Sea of Cortez Sailing Week**, April 27 to May 5, at La Paz and Isla Partida. And **Loreto Fest**, May 18-19 at Puerto Escondido, Baja. All these events are for cruisers, free, and fun!

"After three great years of cruising Mexico — starting with the '97 Ha-Ha — most of our new cruising friends had headed west, south or back home," write

Henry and Suzanne Schwake of Ketchum, Idaho, who currently have their Islander Freeport 36 **Pied a Mer** in Blaine, Washington. "So we sailed our boat to San Carlos and had her trucked to the Northwest for some summer cruising. There were two big surprises on the

way north. The first was when our north-bound bus pulled into a Mexican truck stop at 4 a.m. What were all those girls in leather skirts doing there at that hour? The second was the fact that no U.S. Customs agents so much as touched our boat when it came across the border. They x-rayed it! Yes, they have a large x-ray machine on tracks that moves the entire length of the truck and boat. I can't imagine what they could have seen, as we had everything off the deck of our boat — including the boom, outboard, dinghy, fuel cans, BBQ, dodger frame, lines, sails, fishing poles and everything else we owned

the **Pedro Miguel Boat Club** inside the Canal on Miraflores Lake. Banana Bay Marina in Costa Rica would be another possibility, as would Marina Barillas in El Salvador. But the Pedro Miguel has the best location, total protection from inclement weather, and easy access to most parts as well as international transportation.

Jimmy Cornell, the father of the Atlantic Rally for Cruisers (ARC) as well as cruising rallies in general, has been a busy man. "As you know, I sold World Cruising Ltd. to Chay Blyth so I can do more cruising. Two years ago, I sailed my 43-foot aluminum sloop **Ovni** from Antarctica to Alaska. Last year I cruised the Med. This year I'll be making my way west, eventually to Spitsbergen and Greenland."

We don't know about the rest of you, but we've never really understood the attraction of high latitude sailing. Maybe we'll ask Jimmy when he's in town in late February to be part of John Neal and Amanda Swan Neal's Weekend Cruising Seminars.

Dates for cruisers in Mexico to remem-



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— stuffed inside for the road trip to the Northwest. But it only took a few minutes, and we were on our way. "A few weeks later, we met *Pied a Mer* in Tacoma, and spent the summer cruising Puget Sound and the San Juans. It was quite a switch from Mexico. We left the boat up north while we're spending the winter in the desert, but we'll be heading north on the boat next spring for the coast of British Colombia and maybe Alaska. A big 'hello' to all our cruising pals, wherever they might be."

There's so much left to report and so little space, that we're going to have to squeeze: Steve and Sharon of **Poet's Place** warned Rene and Dorie of **Morning Star** that the San Blas Port Captain had been illegally making everyone use a ship's agent to check in. Forewarned, Rene and Dorie visited the Port Captain's office with buddyboaters Don and Judie of **Orioco**. When the Port Captain brought up the agent, Don responded in Spanish with words to the effect that captains of pleasure boats don't need to use agents. The Port Captain backed down, meaning Steve and Sharon had saved them 200 pesos — about \$20 U.S."

CHRISTIAN BUHL



Fun fund-raiser! A 90-minute sail on 'Profligate' at Bahia Santa Maria got Ha-Ha folks to contribute \$420 to kids above San Blas.

In the heartwarming department, cruisers in several parts of Mexico have been raising money for less fortunate locals. The **SUBASTA** put on by the Club Cruceros and others in La Paz was expected to have raised close to \$10,000 U.S. — \$500 of it from Ha-Ha'ers would

bought photos of their boats at the start. There was also a **chili cookoff at Paradise Marina** so cruisers could raise money for kids who live in the Puerto Vallarta dump. More than \$2,000 U.S. was raised. Finally, a Profligate charter in Bahia Santa Maria during the Ha-Ha raised \$420 for Norm Goldie to buy warm clothes for the children who live up in the cold mountains behind San Blas. Good on everyone who contributed to these and other holiday fund-raisers in Mexico.

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1978	37'	Prout Snowgoose Cat (deal pending)	82,000
1967	37'	Chris Craft Apache (deal pending)	24,900
1981	36'	Watkins Center Cockpit	TBA
1974	35'	Coronado Center Cockpit	21,950
1966	35'	Mariner Ketch	15,000
1963	35'	Chris Craft Cutter Center Cockpit	24,900
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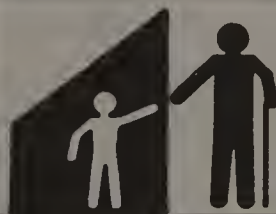
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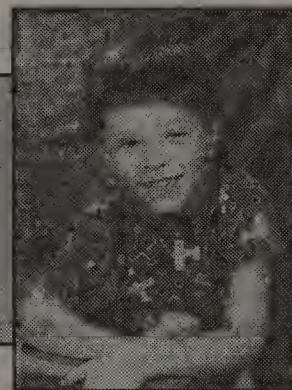
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24 FEET & UNDER

CATALINA 22. Swing keel. Trailer. Outboard. Good condition. \$1,750/obo. (510) 527-4688 or email: jbradley@prodigy.net.

20-FT PS FLICKA, 1987. Full-keel bluewater cruiser. Custom trailer. Windvane. 10 hp Yanmar inboard diesel. Enclosed head. New bowsprit. Dodger. Custom bimini. Small dinghy. Draft 3'3". Headroom 5'11". 6'4" V and quarterberths. Displacement 6,000 lbs. Excellent condition. \$39,900. Please call (941) 779-9116 or email: diana@rough-draft.com.

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J/24, #2372. Excellent shape. Race ready. Measurement certificate from '98 Nationals. Extensive sail inventory. Rigging optimized. \$13,500/obo. Call (415) 441-9719.

PARKER 505, 1977. Original owner. Raced 3 seasons in Oregon. Rest in storage. Proctor spar. New sails. Extras. Trailer with dolly. \$3,000. Call Daniel (510) 981-0325 Oakland.

12-FT KOLIBRI ATLANTA BOOTSBAU. \$700/obo. This little fiberglass sailboat with all rigging and sails is ready to sail. Includes trailer. Fun and easy to manage. Call Doug (530) 673-5167 (days) or (530) 674-2258 (eves).

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FALMOUTH CUTTER 22, 1998. This Lyle Hess design, built by the Sam L. Morse Company, is the finest pocket-yacht/blue-water cruiser you will find anywhere. Absolutely no expense spared during construction and outfitting. San Diego. \$89,990. Call (858) 213-5364.

SANTANA (SCHOCK) 21, 1970. Swing keel. In water. Two mainsails and jib. Moving up to larger boat. Must sell. \$900/obo. Please call (925) 680-6721 or email: aswiss@aol.com.

CAL 20. Egret. Her owner is in Nepal and she has been donated to RYC Foundation. She is a former champion. Faired keel. Excellent trailer. But needs a good wax job. All proceeds to charitable foundation. \$1,495/obo. Call (415) 716-3208 or (510) 233-1286.

CATALINA 22 POPTOP, 1982. Floating condo. Great liveaboard. Waikiki Beach, Hawaii. Like new enclosed poptop. Standing headroom. Stove. Refrigerator. Sink. Electric water. New rigging. Cushions. Knotmeter. Depth. VHF. 7.5 hp o/b. Totally Coast Guard OK. Sleeps 5. Slip \$105/month. \$8,900. Call (562) 434-5754.

ISLANDER 24, 1963. Not a Bahama. 85+% restoration. Nice inside and out with many fine appointments and extras. Many custom big boat features. Spruce mast. Sails in good condition. Comes with custom tandem trailer. Must be seen. \$3,500. Please call (831) 477-1518.

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FARR 24 1976. A production boat based on a successful Farr 1/4-ton design. Fractional rig. 4 headsails and main are laminated. 2 spinnakers. Trailer and 3.5 hp o/b. Moving. Must sell by Feb. \$2,800/obo. Call (831) 394-9363.

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25 TO 28 FEET

CATALINA 27, 1976. Excellent entry level boat with many upgrades. Refurbished Atomic 4. Wheel steering. No blisters. Bottom: 11/99. Upgraded standing and running rigging includes 3-point attachment of main sheet, boom vang, Cunningham, and relocated/upgraded traveller. \$8,500/o.b.o. See at website: www.cassinico.com/catalina. Call (408) 404-4020 x5.

CS 27, 1979. 8 hp Yanmar. New wiring. Rebuilt alternator. Standing rigging, new 1991. All sails roller furling and self-tending. VHF. Depth. Compass. Knotmeter. 2 anchors. Head. Galley. Dinette. Sleeps 5. Located San Rafael. \$13,800. Please call (775) 747-0229 or (775) 742-6911 (cell).

SABRE 28, 1976. Stout, well-built f/g New England sloop. Teak interior. Edson wheel. Fin keel/skeg rudder. 4 sails (Sutter). 30 hp gas, low hours. 2 Danforths. VHF. Depthfinder. Sleeps 6. Possible Sausalito slip. Excellent Bay/Coastal cruiser. Rare find. \$20,000. Call (415) 924-1963.

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CATALINA 27, 1976. I needed a boat that would withstand the punishment of SF Bay. This boat's standing rigging reinforcements impressed me and taught me to sail. Now, I've graduated up, and she needs a new home. \$8,500/o.b.o. See at website: www.cassinico.com/catalina. Please call (408) 404-4020 x6.

COLUMBIA 26, 1969. Nice boat whose owner cannot sail any longer and has donated the vessel. Comfortable and roomy for Bay or Delta. Outboard. Spinnaker. Must be sold to raise funds for RYC Foundation. \$2,495. Offers to (415) 716-3208 or (510) 233-1286.

OLSON 25. Three Ring Circus. Race ready. New main, jib. 2 yr. old genoa. Lots of other sails. 1st or 2nd ODCA 1996-2000. 1st Nationals 1998. New bottom 2000. 6 hp outboard. \$14,000 (for college tuition). Rebate to ODCA racer. Call (707) 746-8530.

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CATALINA 27, 1977. Fully equipped racer/cruiser. 3 jibs. 2 mains. Spinnaker, 2 spinnaker halyards. Tuff Luff. Autohelm. Dinette. Stove. Head. Cushions. Will deliver SF to SD. \$9,500. Paul (831) 624-1414 or email: paulnel@carmelabodes.com for information & pictures.

OLSON 25. Hull #102. 7 bags of sails. Great condition. VHF. Knotmeter. Depth-sounder. 6 hp Johnson o/b. Excellent racer cruiser. Currently in the water at Gashouse Cove. \$8,500. Call Chip (415) 290-1722 or Brad (415) 370-4176.

CHOEY LEE OFFSHORE, 1974. A project boat. Sound hull and rigging. No engine installed. The Volvo MD2B is complete but in parts. \$2,000. Please call Steve (707) 235-6761.

LUGER 26. Swing keel. Trailerable. Good boat for Delta. 9.9 hp Johnson, electric start. Pulpits and lifelines. Sleeps four. Shore power. 3 sails and spinnaker. Microwave. VHF. Stereo. Battery charger. New battery. Compass. Electric head and holding tank. Electric sink and bilge pump. New bottom paint. Anchor, line and bow roller. At Loch Lomond. Trailer available. Was \$3,850. Now \$3,650. Call (415) 606-4034 (days) or (415) 897-4034 (eves).

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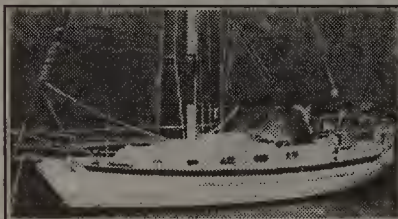
DUFOUR 27, POCKET CRUISER. Dave. Newly painted awlgrip deck and hull, bottom. Newly installed interior, batteries, charger, inverter, TV, VHF, CD/stereo, microwave. Will sell for \$13,000 with Benicia slip before 1/26, or ebay on 1/28. Viewing 1/27 or appointment. Call (707) 235-6285 or email: popearce@yahoo.com.

29-31 FEET

HUNTER 29.5, 1996. Excellent condition. Roller furling. Yanmar diesel. Bottom paint, 1999. Autohelm. AM/FM stereo. Dodger. Refrigerator. H/C pressure water. Charger. Berthed at South Beach Marina. \$54,000 firm. Call (408) 530-6167 (voicemail) or email: wkcho@ix.netcom.com.

OLSON 30, 1980. Newer double spreader Ballenger mast. New spreaders and rigging. Vangmaster. Faired and epoxied bottom. New Signet SL250. Ballenger jock straps. BOD. High tech halyards. Forward hatch spin bag. Carbon spin pole. Excellent sail inventory. \$17,500. Call for details (949) 496-4419.

RANGER 29, 1971. Atomic 4 completely rebuilt. New 155% jib. Many spinnakers. Rigger for singlehanded sailing. Autotiller. Freshly painted topsides. Solid boat needs cosmetics. \$8,000/o.b.o. Laying in Dana Point, Orange County. Call (949) 366-3344.



PACIFIC SEACRAFT 31, 1990. Excellent condition. Autohelm autopilot. Garmin GPS. Standard VHF. Datamarine DM/DS/Windspeed Link 5100 with repeater at the binnacle. Quad Cycle battery monitor system. Alder-Barbour refrigeration. Espar heater. AM/FM/CD player. Dodger. Bottom/Sider cockpit cushions. New inside cushions. Inflatable dinghy and outboard. \$98,900. Call (541) 479-6241.

CAL 29, 1975. Lapworth design. Jensen built. Most spacious 29-footer around. Active one-design fleet. Race or cruise for a bargain price. Upgraded Atomic 4 and rigging. 7 sails and asymmetric. \$14,500. Please call (510) 654-2747 or email: sale4@aol.com.

COLUMBIA 8.7, 1976. 29-foot pocket cruiser. Unusually roomy below. Recent standing rigging, head, custom mattress, some new through-hulls. Yanmar 2GM4 diesel. A dry, fine-sailing, comfortable Bay boat or compact liveaboard. \$13,500. Call (510) 795-6800.

OLSON 30. Hull #48. Double spreader. Autohelm 4000. Very clean. Full sail inventory. Two spinnakers. 2 hp Honda. Single-hand or Club. \$12,000. Call (916) 375-1500 x 222 (days) or (530) 666-3943 (eves) or email: relkins@recommercial.com.

NEWPORT 30, 1974. Westerbeke diesel. MAX racing prop. Main. Jibs. Spinnaker. Drifter. Lewmar winches. Full galley. USCG approved head. Bottom painted 11/00. VHF. Stereo. Depth-sounder. Knotmeter. Stern ladder. Auto and manual bilge pumps. Dual batteries. \$9,200. Call (415) 454-5012.

TWO BOATS. Ericson 30, 1969. Newer low hours Yanmar 2 cyl. diesel. Clean. Nice mahogany interior. \$9,500. Morgan Out Island 28 cruiser. Atomic 4. Runs and looks good. \$7,000. Answering machine, call back eves. (510) 337-3220.

32 TO 35 FEET

BENETEAU FIRST 32. Fully equipped racer/cruiser in excellent condition. Profurl. Windvane. New sails. Spinnaker. Refrigerator. Liferaft. HAM and VHF radios. 15 hp Yanmar. Sleeps five. \$55,000. Call (808) 822-7728 or email: rosemary@hawaiian.net.

CHEOY LEE 35, 1981. Perry design. Superb condition. Pathfinder 50. GPS. Radar. HAM. SSB. VHF. Autopilot. Roller furling. Dinghy with outboard. Many extras. Located Puerto Vallarta, Mexico. \$57,000. Please call 011-52-320-54608 or email: mbeillie@aol.com.

BAYFIELD 32, 1980. Robert Perry design. Built in Ontario, Canada. Traditional cutter rigged sloop. Rigger for singlehanded coastal cruising. Radar. Windvane. Watermaker. New cushions. Much more. \$27,500. Please call Jim at (209) 482-0180 or email: jim@comfortwise.com.



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SEA SPIRIT ANGLEMAN 34, 1970. Gaff rig ketch. Mahogany hull over oak with copper rivets. Perkins 4-107 diesel. S/S fuel tank. Robertson autopilot. New sail and taffrail covers. Recent out-of-water survey. Well above-average condition. Meticulous owner. \$34,000. Call (650) 329-5298.

CAL 35, 1974. Restored cruising boat with raised pilothouse. New 50 hp Volvo diesel engine. New canvas and dodger. New swim ladder. New propane stove system. Located in San Carlos, Mexico in northern Sea of Cortez. Liveaboard there and sail or sail south. Boat is ready. Health forces sail. \$49,500. Call (530) 345-1477 or email: jernst@sunset.net.

FORMOSA 34 CENTER COCKPIT SLOOP. Mexico vet with aft cabin and 6'3" headroom throughout. Wheel steering. 27hp Volvo diesel. Autopilot. New bottom. Lots of equipment. Very seaworthy. See pictures and details at <http://home.earthlink.net/~ccrocker>. Call (310) 710-2995 or email: ccrocker@earthlink.net.

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ALLIED SEAWIND II 32-FT KETCH. Thomas Gilmer designed offshore cruiser. Refit 1995. Monitor windvane. Roller furling. Full sail inventory. HAM radio. Radar. GPS. Watermaker. Sewing machine. Spares. Check Allied Seawind II webpage for reviews. Call for inventory. \$56,500. (510) 915-5146.

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PACIFIC SEACRAFT 34. Keel laid in 1988, delivered in 1989. Beautiful. Ready to go anywhere. \$125,000 or trade for property. Please call (760) 723-5329 or email: wallyworld@tfb.com.

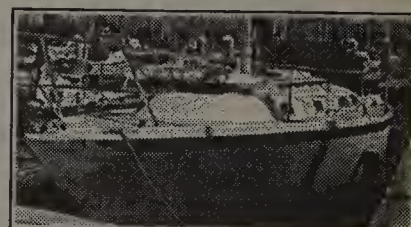
CATALINA 34, 1987. Well maintained and equipped SF Bay boat. KM. DF. WS. VHF. Autohelm 4000. Gori folding prop. Hard vang. Spinnaker pole. Harken Unit 2 furler. Many new blocks and running rigging. North NorLam 120 headsail and dacron main, new 1998. Spinn and 155 like new. Newmar battery charger. Refrigeration. CNG stove, oven and cabin heater. Ground tackle. Safety equipment. Fenders. Lines. Etc. \$63,500. Call (510) 483-3518.

SAN JUAN 34, 1982. Modified for cruising. Monitor. Yanmar. Furler. Radar. Windlass. 200-ft. chain. Upgraded rigging, winches, hardware. Lines aft. Dodger. Weather cloths. Force 10 2-burner. Refrigeration. New cushions. 10-disc CD. Spinnakers. \$45,000. Ventura. Call (805) 218-6798.

GARDEN KETCH 33 LOD, 1965. Hull #1 of Wander-Bird series. Sound classic boat. Fir on oak. Copper rivets. Perkins 4-108 diesel. Half way thru deck replacement. Financial crisis forces sale. In water Ventura, CA. \$9,500/obo. Please call Tom (805) 658-1425.

CREALOCK 34, 1987. 13 years TLC by only owner. Completely cruise equipped. New rigging and chainplates. Provision and go. Lying Honolulu. \$125,000. See website: <http://home.hawaii.rr.com/nisku> for photos and inventory. Please call (808) 947-1612 or email: nisku@hawaii.rr.com.

CATALINA 34, 1989. Andromeda. Great shape Universal diesel. Martec folding prop. 3 jibs. 2 spinnakers. Harken furling. Full battens main with dutchman furling. WD. WS. DS. KT. VHF. Autohelm 3000. CD player. Microwave. Battery charger. Bruce anchor. CSC bottom. \$65,000. Please call (415) 665-6204.



ERICSON 32, 1987. Autopilot. Universal 21 hp diesel. Refrigeration. Full canvas. GPS. Loran. 2 mains. Roller furling. Depth/speed indicator. Self-tailing winches. Whisker pole. Pressure water. Shower. Head. Stove. AM/FM/Cassette stereo. VHF. Cockpit cushions. Very clean. \$45,000. Please call (510) 658-5519.

HANS CHRISTIAN 33, 1981. Fully equipped for classy liveaboard and safe long-distance cruising. Excellent condition and looks by meticulous owner. \$95,000 in Mexico or \$110,000 in San Francisco. Photos and long list of equipment available. Email: noelgaudinat@compuserve.com.



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CATALINA 34, 1995. Popular walk-thru transom with pulpit seats. Knot. Depth. Windspeed-point. Radar. Chartplotter. Autopilot. Stereo. Propane stove/oven. Refrigeration. Hot and cold pressure water with shower. Diesel. Mainsail. 110% furling jib. 150% furling genoa. Spinnaker. Dodger and more. \$76,000. Call (510) 595-8683.

36 TO 39 FEET

WESTWIND 38, 1985. Elegant bluewater cutter rig in immaculate condition. Workhorse Yanmar 3-cylinder diesel. GPS. Radar. Autopilot. NMEA. All with backups. VHF. 406 EPIRB. Custom davits and engine hoist. Cruise ready. \$150,000. Call (760) 942-9480.

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ISLANDER 36. Cruise ready and waiting for you in Puerto Vallarta. New LP paint. New bottom paint (the good stuff). Extra water tanks. Solar panels. Elec. Windlass. Autopilot. GPS. Gennaker. Spinnaker. SSB. \$39,900 or will trade for motor home. Call (800) 218-7731.

PEARSON 36 SLOOP. Back on market. Buyer's wife backed out. Liveaboard/racer/cruiser. Hull #41. Fin keel. New Perkins diesel. Rigging. 12 winches. 13 bags of sails. Cruised in Mexico for 3 years. 7 berths. Now in Sausalito at Clipper Yacht Harbor. \$35,000. Call (707) 456-1000 or email: kunesq@earthlink.net.

HANS CHRISTIAN 38 MK II, 1981. Proven passagemaking yacht exceeds expectations inside and out. A gorgeous home inside with professionally done modifications for luxurious full time cruising. Queen-sized pullman berth plus aft stateroom. Force 10 stove. Microwave. 110v smart charger and cabin outlets. Heart Inverter. Separate 240v charger with 240v outlets. Amp-Hours+ meter. Full autohelm instrumentation including C-map chart plotter and 6000 pilot. Two radars and VHF's. SSB. 600ah gel cells. AirMarine wind generator. Two 90w solar panels. PUR 80 watermaker. Monitor windvane. Pathfinder diesel (1,275 hrs). High output alternator. Fuel 130 gal. Water 110 gal. North full batten main with batt car system. Jib. Staysail. R-furlers. Trisail. Storm jib. Anchors. Chain. Lofrans windlass. Recent survey. Lies New Zealand. \$136,000. Email: wtc4760@sailmail.com.

CATALINA 36, 1996. Roller furling jib. Depthmeter. Knotmeter. VHF. Professionally maintained. New heavy-duty canvas dodger and dodger cover. New gel coat. \$100,000. Call Scott (408) 356-8611 or email: qsana@aol.com.

CATALINA 36, 1991. Excellent condition. Universal 30 hp, 950 hrs. GPS. Radar. Dodger. Microwave. Norcold refrigeration. Step-thru transom. Bottom painted July 2000. Inspect the rest first. \$85,000. Call (510) 649-3467 (w) or (510) 864-3930 (h).



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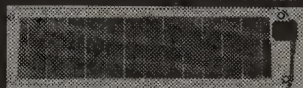
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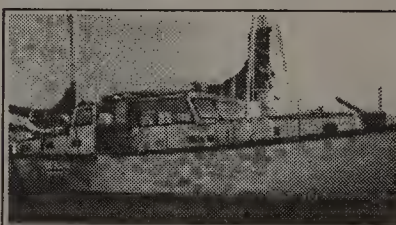
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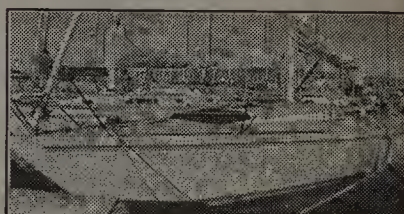
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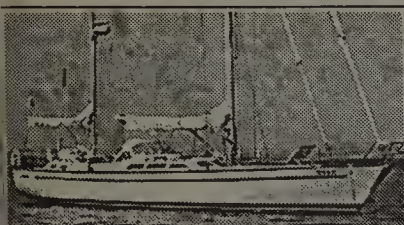
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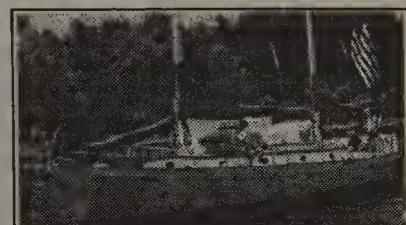
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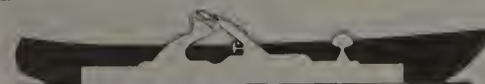
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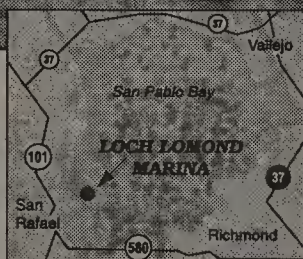
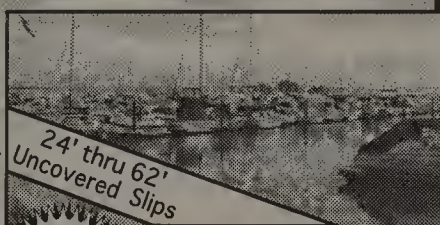
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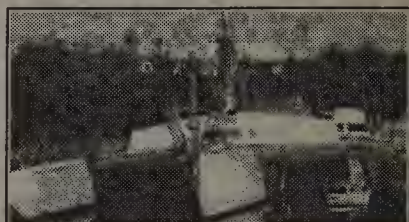
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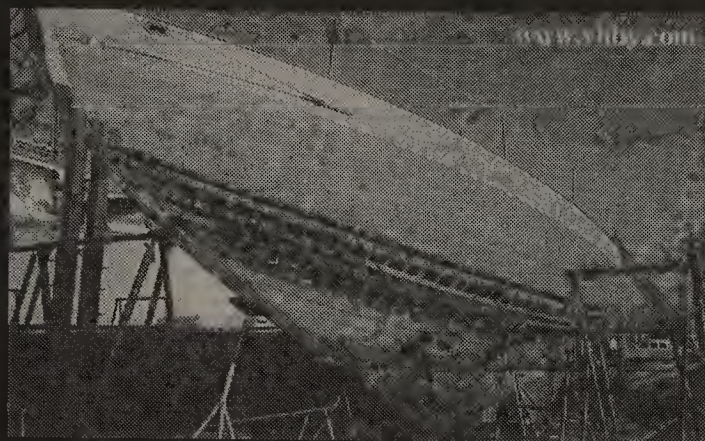
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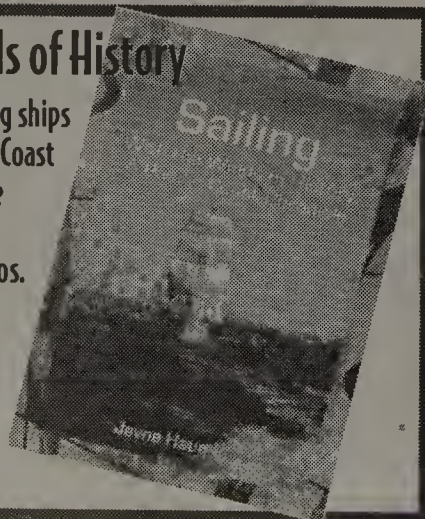
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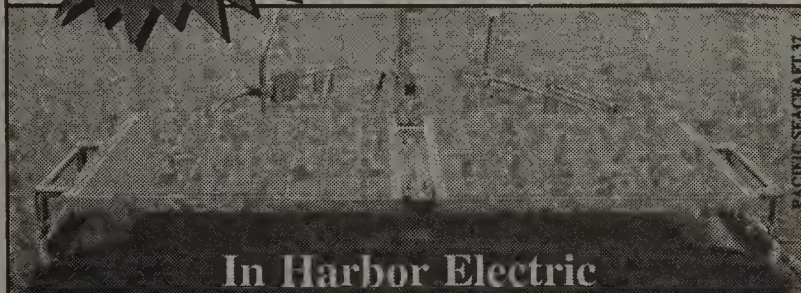
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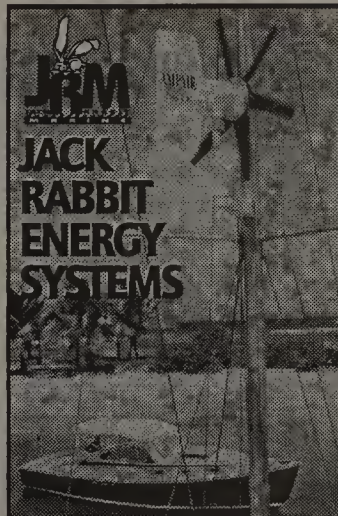
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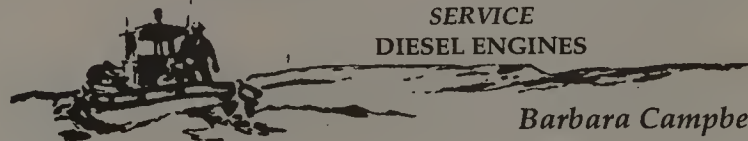
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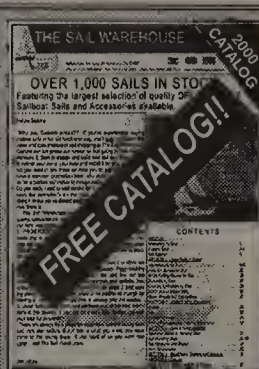
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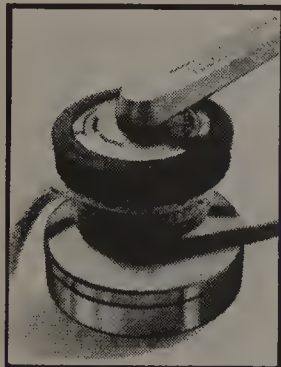


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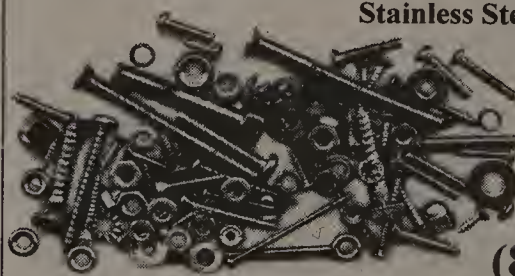
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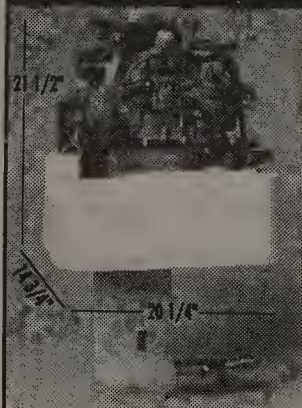
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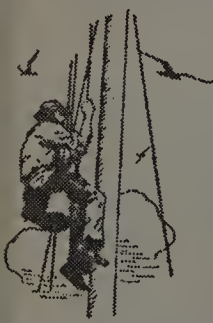
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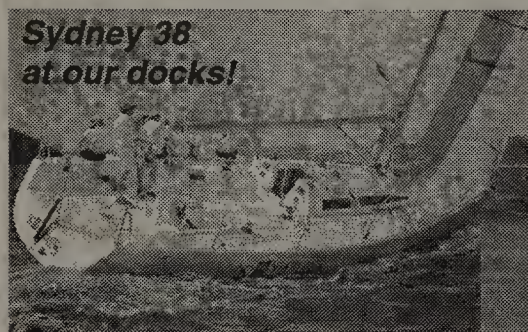
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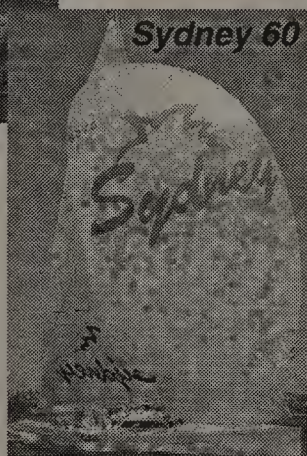
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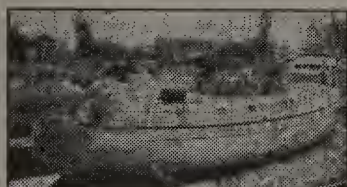
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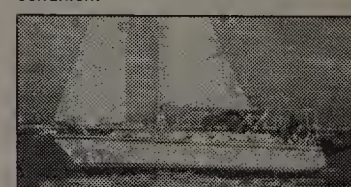
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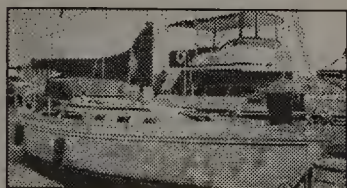
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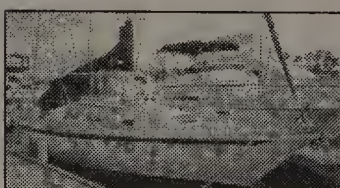
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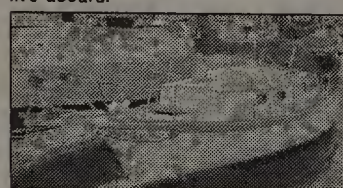
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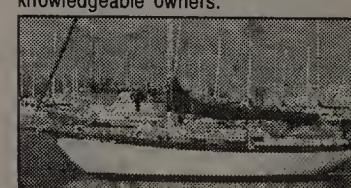
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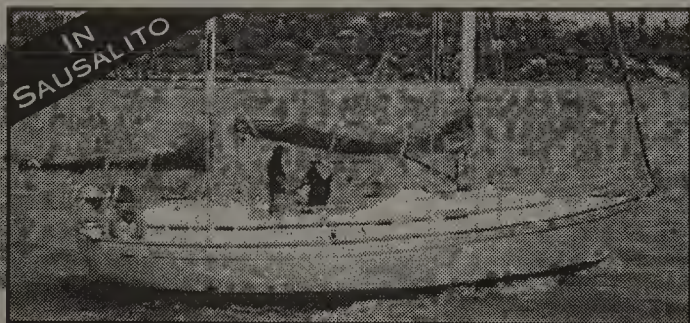
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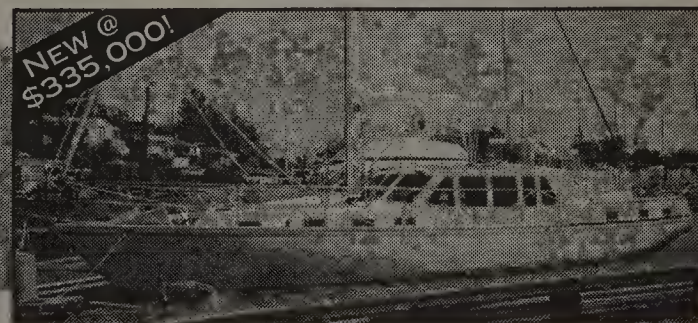
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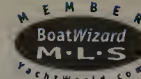
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REDUCED

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46' ERICSON, 1973

Bruce King designed racer/cruiser with much updated equipment. Rebuilt Perkins diesel. New ProFurl roller furler, all sails in very good shape. Bottom recently painted. New Heart Interface. New heads. New teak and holly sales. Fast and fun with deep, comfortable cockpit and oversized deck gear. Two staterooms, two heads.

REDUCED TO \$82,500

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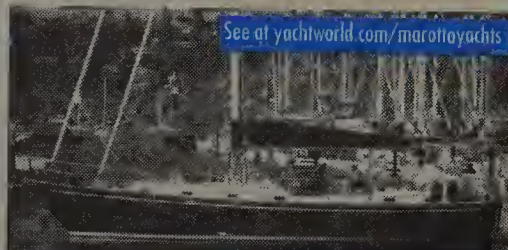


36' NONSUCH CAT RIG, 1987

This stiff, seakindly vessel is a breeze to sail shorthanded, and is at home in SF Bay conditions. With new full-batten sail, new running rigging, new bottom paint, new cockpit cushions and meticulous maintenance, Fast Lucy is Bristol and is presently the only one far sail on the West Coast. Lying in Sausalito YH, slip can transfer with vessel.

Reduced to \$122,000.

See at yachtworld.com/marottayachts



46' SPINDRIFT, ctr. cockpit cutter 1983

Bristol example of this lovely cruising yacht. Dark blue hull, teak decks, full keel with cutaway forefoot, skeg hung rudder. Two staterooms, two full heads, 6'4" headroom, 90 hp Ford Lehman diesel with low time. Harken roller furling headsail and staysail, full batten main with BAT car, drifter, sails practically new as is the running rigging. Prime Sausalito Y.H. slip can transfer.

Reduced to \$262,000

NEW LISTING

See at yachtworld.com/marottayachts



32' ARIES, 1975

Classic canoe-sterned sloop with raised cabin top. One owner boat with updated rig including aluminum mast and boom, running and standing rigging, head sail, main sail and spinnaker. Westerbeke diesel, always well maintained. Prime Sausalito YH slip can transfer.

\$24,500

REDUCED

See at yachtworld.com/marottayachts



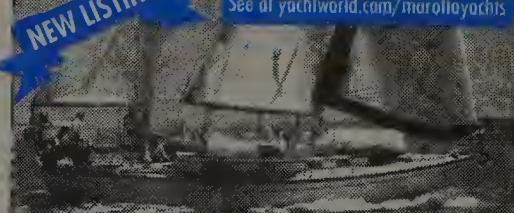
43' HANS CHRISTIAN CUTTER, 1987

Hans Christian 43 Traditional cutter with custom Mark II interior (Pullman berth & two heads) Kohler generator, watermaker, radar, SSB radio, plumbed & wired for washer/dryer, numerous sails, redundant heavy-duty ground tackle, etc...The HC 43T is consistently ranked among the world's finest cruising sailboats and you'll not find a finer example afloat.

Reduced to \$214,000

NEW LISTING

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CHEOY LEE OFFSHORE 41 KETCH, 1979 Highly desirable cruiser built to Lloyd's specs. Must see to appreciate, especially quality of refinished teak interior. New Isuzu dsl, recent Harken roller furler, re-fastened & recaulked decks, refastened taerail, replaced stanchion bases, new battery charger & inverter, new head. Large, comfortable cockpit, deep cruising keel w/cutaway forefoot & skeg-hung rudder. Sausalito YH slip may transfer. Competitively priced; won't be on market long. **\$79,000**

REDUCED

See at yachtworld.com/marottayachts

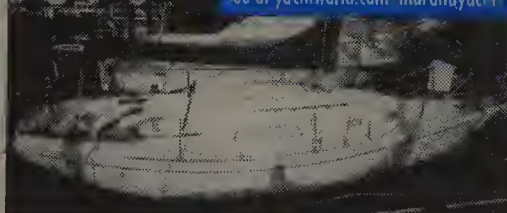


37' TAYANA, 1979

Robert Perry-designed double-ender is in fine shape and lying in transferable Sausalito YH slip. Very spacious down below, 6'5" headroom. All amenities including diesel heat, 50 hp Perkins diesel. Full keel, 22k displacement. All lines lead aft, running rigging, standing rigging and canvas replaced. Solid cruising boat at an attractive price.

Reduced to \$74,000

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29' COLUMBIA, 1978

29' RANGER, 1974

Both are in nice shape, have Atamc 4 engines, and transferable Sausalito slips.

Columbia priced at **\$15,900**

Ranger priced at **\$16,000**

See at yachtworld.com/marottayachts



CATALINA 27, 1990

Very clean example of this popular Bay sailer. This particular vessel has been extensively updated over the last year: new head sail, new main sail, new roller furler, new isinglass in dodger, new head, new Dutchman system for main. Universal diesel with low hours. Sausalito slip can transfer.

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78' CHEOY LEE MY. 1989. *Quixote* is an outstanding example of this proven world cruising motorsailer. Extensive, recent refits and upgrades. Most comprehensive of her type available.



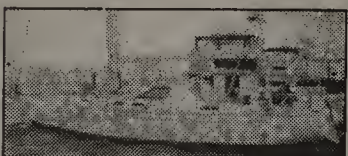
61' C&C CUSTOM KETCH. 1972. This unique quality vessel is just completing a refit and updates. A performance, center cockpit yacht with spacious interior. Trans-atlantic vet can be easily sailed short-handed.



54' HUNTER. 1981. This Hunter 54 has just completed a refit including a new engine, interior, refinished joinery, new upholstery, standing rigging, hatches and electronics. A great value.



49' WAUQUIEZ CENTURION. 1991. Spacious salon with light interior. 3 staterooms, cruise equipped, currently lying Caribbean. Quality performance cruiser priced far under market.



48' JON MERI. 1989. This performance cruising yacht offers an attractive pilothouse with full dual station. 3 staterooms, electric roller furling. Built to highest standards in Finland. Lying Sausalito.



37' J/BOAT. Built in 1987 this proven performance cruiser offers 2 cabin layout, full galley and nav station. All controls led aft to cockpit. Meticulously maintained, better than new condition.



50' NELSON/MAREK. Originally commissioned in '93, total refit in '98/99. *Bullseye* is fully race ready with new sails, multiple inventories, incredible race record. In outstanding condition.



SWAN 441. Hull #43 of successful Holland design. Built in 1980, commissioned in 1981, she has been consistently upgraded, incl. top end current elects. New sails & furling. Major price reduction.



41' TARTAN. 1973. One owner, in excellent condition, *Blitz* has been lovingly cared for and can still win trophies. This S&S design is perfect for the Bay and is priced to sell.



33' CONTESSA. 1985. Built by J. Rodgers and designed by Robert Humphreys, this exceptionally fast Contessa 33 is ready to race. Full interior ash & teak joinery, every electronic, 11 bags of sails. Fast & fun.



C&C 39. *Shillelagh* is a famous SF Bay boat having been sailed to many wins in various regattas. Lovingly cared for by her present owner, she shows like new. Sleeps 6 comfortably, enclosed head w/shower. Priced to sell.



31' PEARSON. Built in 1990, this is one of the last 31s built. She has a modern, open layout and a 5" headroom. Sleeps 6. Well maintained. Perfect Bay or coastal cruiser.



HUNTER 35.5. 1990. This sparkling gem has been lovingly cared for by her owner. New epoxy bottom, recent engine overhaul, new canvas and much more. Lots of room at an affordable price. Don't miss out! In Sausalito.

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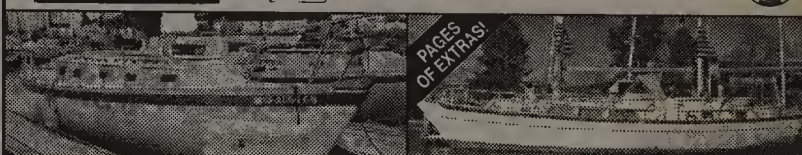


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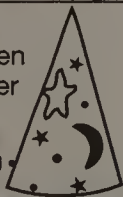
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55' Eva Hollmann. 3 stateroom with two heads, aft cockpit, slightly raised salon, fast and strong. \$249,000.



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52' Santa Cruz, new for Aug 2001 Call
51' Custom racer/cruiser\$295,000
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50' Open racer, fast cruise\$179,000
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43' Young Sun, hard dodger\$139,000
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32' B 32, Fractional race\$55,000
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Wauquiez	Centurian 6Ts	Mea Culpa	St. Martin	1994	\$660,000
Beneteau	Oceanis 510	Lau Cagnard	Ionian, Greece	1994	\$153,900
Beneteau	Oceanis 510	Le Latai	Marseille, France	1992	\$153,900
Beneteau	Oceanis 510	Marian Seagull	Marmaris, Turkey	1993	\$160,900
Beneteau	Oceanis 510	Zama	Palma, Balearics	1994	\$167,900
Beneteau	First 47.7	First 47.7	Southampton, UK	2000	\$267,900
Jeanneau	Sun Odyssey 45	Mamma Babs	Tartala	1996	\$220,000
Beneteau	Oceanis 440	Star Appeal	Tartala	1991	\$ 82,500
Beneteau	Oceanis 440	Taj Dewan	Martinique	1991	\$ 82,500
Hunter	40.5	Kerry Girl	Tartala	1996	\$ 95,000
Hunter	40.5	Prelude	Tartala	1995	\$ 94,000
Hunter	40.5	Bacchus 11	Tartala	1996	\$117,000
Beneteau	Oceanis 400	Octapussy	Largs, UK	1994	\$112,300
Beneteau	Oceanis 400	Wayward Bisha	Marmaris, Turkey	1995	\$ 87,000
J-Bat	J120	3rd Wish	Tartala	1998	\$189,000
Jeanneau	Sun Odyssey 37	Maansilver	Marmaris, Turkey	1995	\$ 69,900
Wauquiez	Centurian 36	Blanche Belle	St. Martin	1994	\$135,000
Wauquiez	Centurian 36	Magnum	St. Martin	1994	\$120,000
Beneteau	Oceanis 351	Ilana	Tartala	1996	\$ 66,000
Beneteau	Oceanis 351	Sea Ya	St. Vincent	1994	\$ 62,000
Beneteau	Oceanis 351	Maripasa	Tartala	1994	\$ 51,800
Beneteau	Oceanis 351	Camuela	Miling, Greece	1995	\$ 62,900
Beneteau	Oceanis 351	Lumaca	Marmaris, Turkey	1995	\$ 62,900
Hunter	336	Johnny Cake	Annapolis, USA	1995	\$ 53,200
Hunter	336	Augusta	Tartala	1995	\$ 49,000
Beneteau	Oceanis 321	Pintail	Leda, Greece	1995	\$ 49,000
Beneteau	Oceanis 320	Lavezzi	Tartala	1988	\$ 27,800
Beneteau	First 305	Drakata	Tartala	1988	\$ 27,300
Hunter	295	Mandylau	Tartala	1995	\$ 37,700
Hunter	295	Girls Day Off	Tartala	1995	\$ 37,700

CATAMARANS

BUILDER	MODEL	NAME	LOCATION	YEAR	ASKING
Wauquiez	Kranas 45	Sagitepas	St. Martin	1995	\$287,000
Fountaine	Athena 38	Dua	St. Martin	1996	\$114,700

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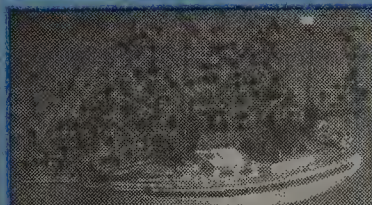
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46' PAN OCEANIC, '86. Ted Brewer Seastar. True world cruiser. Rebuilt engine, inside steering, completely loaded. **Asking \$169,000.**



40' PASSPORT, '86. ProFurl RF. Sobstad sails, full batten main, spinnaker, Heart inverter, washer/dryer, custom cabinets, SS8. Half Moon Bay slip. **\$164,500.**



79' THORNYCROFT, '23. Canoe stern ketch. Great passagemaker. **\$249,000.**



38' CATALINA, '80. Hauled last month. No blister. Profurl Roller Furling. Newer sails. New dinghy and outboard. Brand new engine in 1998. **\$47,000.**

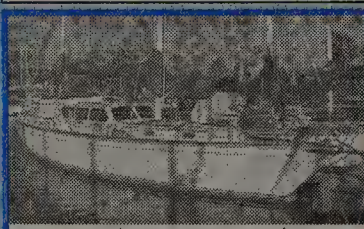


43' SPINDRIFT, '81. Pilothouse. 3 staterooms. Extremely well maintained vessel. Many recent upgrades. Turnkey vessel. **\$149,000. Also '81 \$119,500.**

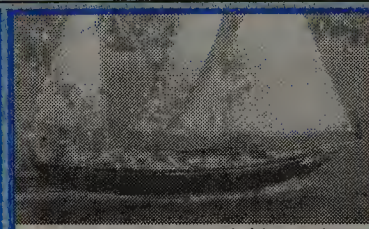


44' LAFITTE, '81
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44' PETERSON	'81	124,000	35' RAFIKI	'80	59,000	41' KHA SHING	'81	139,000	
44' LAFITTE	'81	150,000	34' OPUS MKII	'83	55,000	38' PT	'79	97,000	
44' CUSTOM STEEL	'94	249,000	34' TRUE NORTH	'78	49,900	38' CHRIS CRAFT	'69	37,900	
44' SEA WOLF	'81	119,000	33' CHEOY LEE	'75	39,500	38' MATTHEWS	'25	24,900	
44' BENETEAU	'94	180,000	33' HUNTER	'80	TBA	35' FISHERMAN	'72	25,000	
43' SPINDRIFT	2 from	119,500	32' WESTSAIL	'79	60,000	34' CHB	'77	54,900	
43' STEEL PH	'88	66,000	32' ARIES	'78	19,900	33' CARVER	'76	42,000	
43' SLOCUM	'85	179,000	31' HUNTER	'85	35,000	32' TOLLY CRAFT	'64	26,500	
42' GOLDEN WAVE	'81	99,000	30' CAPE DORY	'83	43,000	32' GRAND BANKS	'87	65,000	
42' MORGAN	'71	60,000	30' SANTANA	'79	19,750	32' BAYLINER	'89	61,000	
41' MORGAN OI	'79	79,000	30' CHEOY LEE	'66	26,000	28' WELLCRAFT Exp	'85	29,750	
41' RHODES	'66	93,000	30' HUNTER	'91	46,900	28' PENN YAN	'80	34,000	
41' CT	'71	50,000	29' GULF MS	'89	29,900	29' OWENS	'59	12,500	
41' ERICSON	'69	59,000	29' C&C	'86	28,000	27' MOTOR LAUNCH	'74	10,500	
40' PASSPORT	'86	164,500	28' ISLANDER	'78	24,500	20' CORRECT CRAFT	'77	13,500	
38' CATALINA	'80	47,000	28' TRADEWINDS	'67	24,500	*LOCATED IN SAN DIEGO			



47' GULFSTAR SAILMASTER, '79. Shows exceptionally well. 135hp Perkins diesel. Great liveaboard. Centerline queen aft. Galley down. **\$169,000.**



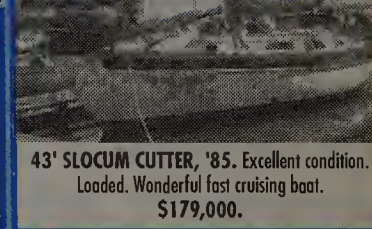
51' FORMOSA, '81. Wonderful cruising boat at a great price. Excellent liveaboard. Black hull. Must see. **\$139,000.**



36' PEARSON, '77. Cutter rig. Westerbeke diesel. Roller furling. Lewmar ST winches. New deck hatches. Has to go!!! **\$40,000.**



MORGAN 38, '78.
Fin keel, skeg rudder, Yanmar diesel, great daysailer/cruiser. **\$55,000.**



43' SLOCUM CUTTER, '85. Excellent condition. Loaded. Wonderful fast cruising boat. **\$179,000.**



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Bristol yacht. Center cockpit. Dark blue hull. Full batten main. Ford Lehman diesel w/1,000 hours. **\$262,000.**

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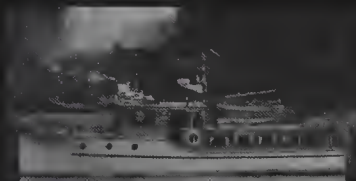
THORNYCROFT

66' on deck THORNYCROFT KETCH Classic '23 English yacht. Copper riveted mahog. on oak, dsl., lead, stunning traditional English decor below. Must see! Asking \$249,000.

21' FREEPORT OFFSHORE Walk-around Cuddy cabin, OMC V4 sea drive, always in fresh water. Very clean, 2 capt.'s chairs, 2 axle trl. & more. Asking \$11,500

50' STEPHENS

CLASSIC 1929 STEPHENS CUSTOM-BUILT MOTORYACHT
Raised foredeck tri-cabin express cruiser in beautiful condition with exquisite period decor, 13'2" beam. Hemis, lots of equipment and more.
Asking \$245,000.



40' TED GEARY CLASSIC DANAE is a northwestern thoroughbred in outstanding cond. Dsl. powered, squared away & well-faund & excellently equipped. Asking \$112,000.



NORTH COAST SEINER/TRAWLER Elliptical stern. A real ship magnificently built to go to sea and stay there. Converted to yacht, great potential. Asking \$125,000.



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STEPHENS is considered by most the premier builder of classic express cruisers on the West Coast. This recently restored gem is outstanding. Asking \$90,000.



40' LOA CLASSIC CROCKER KETCH Beautiful, traditional, bright deck house, teak deck. Major refit incl. new dsl in '99. Gorgeous keeper! Asking \$40,000.



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70' CDN-built TRAWLER YACHT by McKay & McCormick shipyard. V-12 Cummins power w/economy. Great little ship ready to go cruising. Asking \$255,000.

SAIL

97' PINISI SCHOONER in BALI, loaded, 8 guest cabins + crew, more . 285,000
60' FIFE cutter, iron, new dsl . 195,000
60' LOO P/H schooner, dsl . 250,000
55' LESTER STONE Classic Yawl, 1910, dsl, lots of equipment, great cruiser . Asking 44,000
54' SCHOONER, classic, '29 by Perkins Teak & copper . 375,000
49' ALOEN KETCH 40' LOO Classic beauty. Dsl . 56,500
48' SPARKMAN & STEPHENS performance cruising sloop, diesel, mahogany, SoPar vet . 76,000
48' CUTTER, Germany 1928 . 65,000
48' KETCH, Gaff, roomy, F/C . 87,500
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100' STEEL TUG, YTB, excellent condition . 175,000
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60' CUSTOM F/C, liveboard cruiser in SILICON VALLEY . Ask 115,000

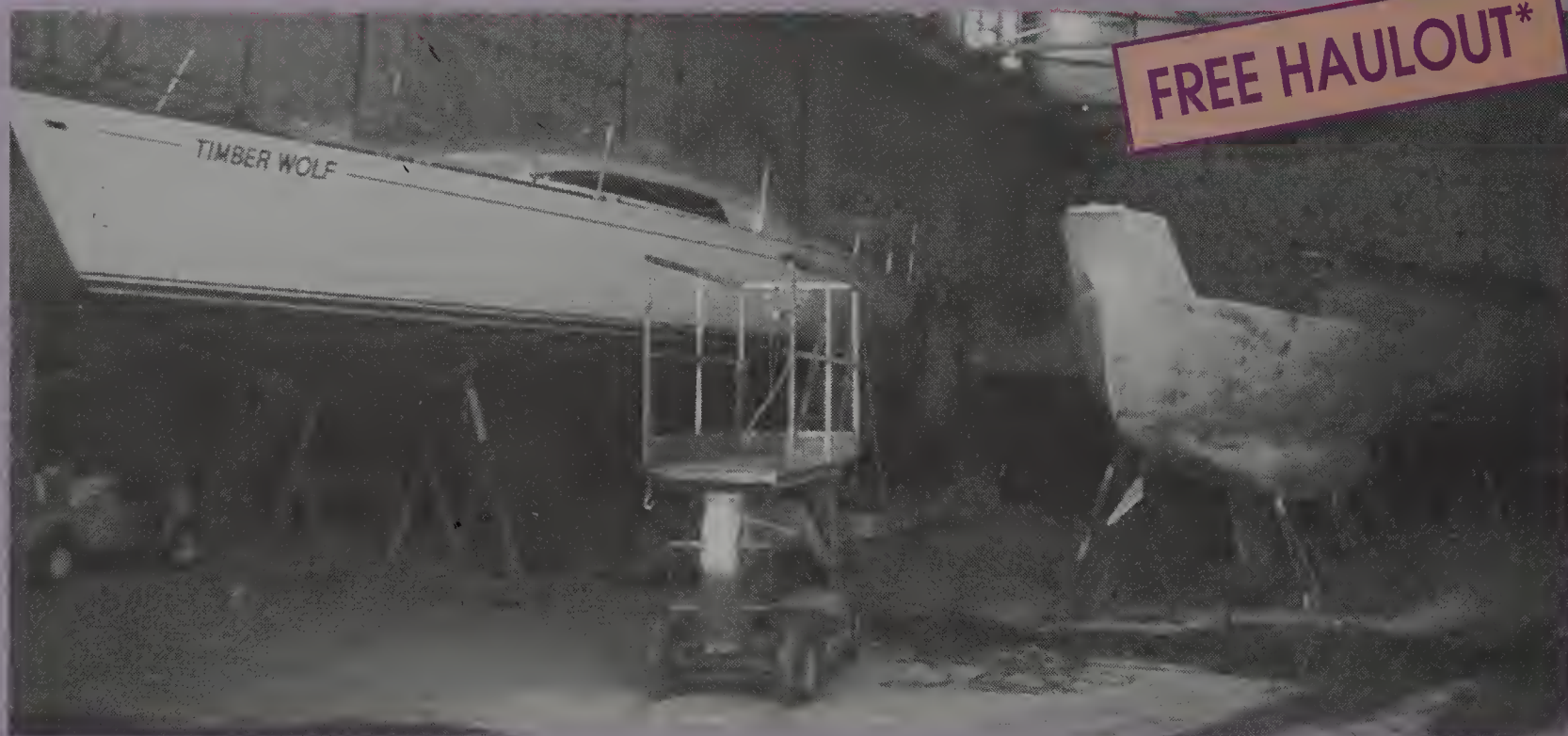
57' CHRIS CRAFT Constellation, dsl, loaded . 129,500
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43' SCARAB THUNDER w/1tr, triple screw w/3 502 V8s, NASH BRIGGS PHOTO BOAT . Asking 89,000
42' REGAL COMMODORE 400, Twin 305hp V8s, air, very loaded, '94 reported in GREAT SHAPE! HAS IT ALL! . Asking 115,000
40' SPORT FISH Charterboat w/certif. (14+2), dsls, ready to go! . 82,000

38' CHRIS CRAFT COMMANDER, all glass, twin V8s, dual helms, beautiful cond., lots of extras . Asking 38,500
38' PACIFIC TRAWLER Europa, F8, twin dsls, very clean, loaded . Ask 97,000
38' TOLLYCRAFT sedan trawler w/twin turbo diesels, F8, very nice . 59,500
38' HUNTER of Canada, F8 sdn, twin V8s, clean, roomy '59 cruiser, w/comfort . 26,900
36' STEPHENS, '39, classic, twins, aft enclosure, more . 24,000
34' CHRIS CRAFT Commander, '63, twin gas, great boat . 26,500
33' RICHARDSON, custom hi-speed trawler, V8, 25 mph, F8, super clean 15,000
32' TROJAN Express, Twins . 12,500
32' LUHRS FLYBRIDGE sdn, f/g, twins, dual helms . 18,000
29' TOLLYCRAFT, Twins, nice! . 13,000
28' TOLLYCRAFT, F/G sedan . 12,500
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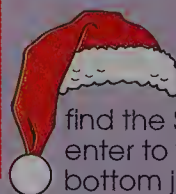
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